MILKMAID
XMAS
COMPETITION
SEE LAST PAGE.
63-3

Hongkong Daily Press.

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FOR 1913.

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No. 17,341. 號一十四百三千七萬一第 日五初月一十年丑癸 HONGKONG, TUESDAY, DECEMBER 2ND, 1913. 二拜禮 號二月二十年二國民華中 PRICE, $3 PER MONTH.

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Hongkong, 9th June, 1913. [782

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Hongkong, 24th April, 1913. [609

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Hongkong, 18th October, 1913. [1218

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to	10.00 a.m.	...Every	15 minutes.
8.00 " "	00 "	... "	10 "
10.00 " "	30 "	... "	15 "
11.30 " "	45 p.m.	... "	15 "
12.45 p.m. "	5 "	... "	10 "
1.15 " "	45 "	... "	15 "
1.45 " "	2.15 "	... "	10 "
2.15 " "	5.00 "	... "	15 "
5.00 " "	8.10 "	... "	10 "

NIGHT CARS.
1.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

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10.30 " "	11.00 "	... "	10 "
11.45 " "	12.00 noon	... "	15 "
12.00 noon "	1.00 p.m.	... "	10 "
1.00 p.m. "	5.00 "	... "	15 "
5.00 " "	6.00 "	... "	10 "
6.00 " "	7.00 "	... "	15 "

NIGHT CARS as on Week Days.
SATURDAYS
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1913. [1152

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WEISMANN'S - - FOR CAKES.
WEISMANN'S - - FOR CHOCOLATES.
33

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30TH, 1914.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. *KOBE MARU* and *SAKAKI MARU* (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.

1st Class Fares	Connecting at Harbin with			State Express from Moscow	Wagon-Lits for Moscow	State Express for St. Pet'g.
$ 40.00	Shanghai (Steamer)	Lv.	Dairen	Forenoon	Mon. Wed.	Wed. Fri.
Y 14.00	Dairen (S.M.R. Train)	Lv.		3.25 p.m.	Mon.	Sat.
		Ar.	Mukden	11.25 "	"	"
Y 11.50	Mukden "	Lv.		11.50 "	"	"
	" "	Ar.	Changchun	6.50 a.m.	Tues.	Tu. Sun.
R 9.00	Changchun (Russian Train)	Lv.		*8.00 "	"	"
		Ar.	Harbin	*2.00 p.m.	"	"

SOUTH BOUND.

Connecting at Harbin with			State Express from St. Pet'g.	State Express from Moscow	Wagon-Lits from Moscow
R 9.00	Harbin (Russian Train)	Lv.	*10 a.m.	Mon.	Wed.
	Changchun "	Ar.	*6.20 "	"	"
Y 11.50	Changchun (S.M.R. Train)	Lv.	7.10 "	"	"
	Mukden "	Ar.	1.50 p.m.	"	"
Y 14.00	Mukden "	Lv.	5.10 "	"	"
	Dairen "	Ar.	10.20 "	"	"
Y 40.00	Dairen (Steamer)	Lv.	Noon.	—	Tu. Sat.
	Shanghai "	Ar.	Forenoon	—	Sat. Mon.

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For Passage, apply to—
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THOMAS COOK & SON, Booking Agents, Shanghai.
NIPPON YUSEN KAISHA, Agents, Shanghai. [261

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The Forge in the Forest, by Charles G. D. Roberts	80
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Chinese Hand-Painted Rice Cards.

"Handy" Desk Calendar for 1914.
[926

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TIENTSIN-PUKOW LINE.

NOTIFICATION NO. 218.

IT IS HEREBY NOTIFIED that the NEW SCHEDULE for our Express Service will come into force on and after the 1ST DECEMBER, 1913, connecting with the Trains of PEKING-MUKDEN LINE, SCHANTUNG-EISENBAHN AND SHANGHAI-NANKING LINE as follows:—

DOWN TRAIN.

Tientsin-East	...	Peking-Mukden Train de Luxe from Mukden	... arr. 10.35 a.m. Sat.
do.	...	Tientsin-Pukow Express	... leave 11.20 " "
Tientsin-Central	...	Peking-Mukden Mail Train from Peking	... arr. 11.25 " "
do.	...	Tientsin-Pukow Express	... leave 11.48 " "
Tsinanfu	...	Schantung-Eisenbahn Express from Tsingtau	... arr. 5.59 p.m. "
do.	...	Tientsin-Pukow Express	... leave 8.12 " "
Pukow	...	Tientsin-Pukow Express	... arr. 1.13 " Sun.
Nanking	...	Shanghai-Nanking Express to Shanghai	... leave 2.35 " "
Shanghai	...	Shanghai-Nanking Express	... arr. 8.20 " "

UP TRAIN.

Shanghai	...	Shanghai-Nanking Express	... leave 7.10 a.m. Mon.
Nanking	...	Shanghai-Nanking Express	... arr. 12.30 p.m. "
Pukow	...	Tientsin-Pukow Express	... leave 1.45 " "
Tsinanfu	...	Tientsin-Pukow Express	... leave 6.40 a.m. Tues.
do.	...	Schantung-Eisenbahn Express to Tsingtau	... leave 8.00 " "
Tientsin-Central	...	Tientsin-Pukow Express	... arr. 2.33 p.m. "
Tientsin-East	...	Tientsin-Pukow Express	... arr. 2.53 " "
do.	...	Peking-Mukden Mail Train to Peking	... leave 3.45 " "
do.	...	Peking-Mukden Train de Luxe to Mukden	... leave 1.25 a.m. Wed.

N.B.—Intending through passengers from Peking on Saturdays are requested to change Train at the Tientsin-Central Station, not the Tientsin-East Station.

BY ORDER.
Tientsin, 20th November, 1913. [1377

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3 Dry Docks	No. 1	510 ft.	77 ft.	26 ft.
	No. 2	350 ft.	53 ft.	24 ft.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet	580 Feet.
Max. Breadth " " " "	56 "	66 "
Max. Draft " " " "	22 "	26 "

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Floating Sheerlegs, capable of lifting 40 tons weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.
28th May, 1913. [720

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Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
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Manager.
146]

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SHAMEEN—CANTON.
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Every Information and Special Attention given to Tourists.
REASONABLE RATES.
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Proprietor.
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Hongkong, 16th April, 1913. [584

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122

NOTICE TO CORRESPONDENTS.

ONLY *communications relating to the news column should be addressed to* THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS *should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.*

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Codes: A.B.C. 5th Ed. Lieber.
P.O. Box., 84. Telephone No. 12.

BIRTH.

TEESDALE.—On November 25th, at Shanghai, wife of J. H. Teesdale, a daughter.

DEATH.

BERTHET.—On the 25th November, at Shanghai, LINA, the beloved wife of J. A. BERTHET, Chinese Maritime Customs, aged 46 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 2ND, 1913.

THE only word of encouragement which the British First Lord of the Admiralty received from any responsible quarter concerning his "Naval Holiday" proposal came from United States Secretary for the Navy, Mr. JOSEPHUS DANIELS, but a telegram which we print to-day in another column shows that Mr. DANIELS is not prepared to recommend that the United States should set an example to the world—not, at any rate, in 1914. The American Government, like the British, can only afford to observe the Naval Holiday if all the first-class nations agree to stop or curtail the construction of battleships at the same time. "I believe such an agreement must be made sooner or later for economic reasons," the U.S. Secretary declared. "The hysteria of naval preparations is proving too great a burden for the people. We ourselves are spending about $140,000,000 annually on our Navy, an equal amount on our Army, and that is but a trifle compared with what the Great Powers of Europe and Japan are spending, with new vessels superseding and making obsolete all that have been built before. The world to-day is facing the anomaly of making its navy less adequate by increasing it. For when new vessels are built with their more powerful armament they render useless the smaller warships, save for coast defence." Mr. DANIELS said that such an agreement, joined in by Germany, England, France, Russia, Japan, and the United States, would result in the greatest benefit to humanity in general from an economic standpoint. "Unless some agreement is soon reached," he said, "every citizen will figuratively be carrying a soldier on his back." The problem is more complex than it seems at first sight. Restriction of armaments, if it ever is to be effected, must be a simultaneous movement among all the great Powers of the world, and a restriction of military as well as naval armaments must be considered at the same time. French critics, for instance, have been pointing out that if Germany decided to fall in with the suggestion to save outlay on ships at the present time she would certainly expend her savings upon the land forces, thus increasing the military strain upon the Republic. Germany has a well-defined naval policy and she is not to be deterred from faithfully carrying it out as it is laid down in the Navy Law. British Service circles, while giving credit to Mr. CHURCHILL for sincerity of political purpose, regard his speech as a blunder. "The superficial attempt which has been made to put Germany in the wrong," says a Service journal, "is deplorable, and a thoroughly unpracticable and vague proposition has been met with dignity in the Fatherland. Germany is known to be strengthening her fleet for adequate reasons, and the revival of the Russian Navy is one of them." The critics of the proposals are on firm ground when they assert that there is no basis of negotiation which any foreign country will admit, since it will not confess the justice of the British claim to the command of the sea. The *Naval and Military Record* presents the view that of all the nations of the world the British have least reason to groan about the cost of the Navy. It says: "As the return issued the other day by the Admiralty of the expenditure of the great naval Powers shows, we are paying very little comparatively for the Navy. The expenditure upon the seven great rival fleets has in ten years gone up by 92 per cent., while the outlay on the British fleet is only about 13 per cent. more than it was on the eve of the laying down of the *Dreadnought*. By this one act, by this change of battleship design, we threw upon other Powers an immense liability. They had to recast their naval organizations, rebuild their docks, and, in the case of Germany, incur an expenditure of between £11,000,000 and £12,000,000 in enlarging the Kiel Canal, an expense which, though undertaken for naval purposes, is not included in Germany's naval expenditure." Statistics are quoted to show that the pressure has been so great during the past eight or nine years that cruiser construction abroad has been almost at a standstill, except in the case of Germany, who will have on March 31st, 1915, 28 as compared with Britain's 47, and that, therefore, British commerce in all parts of the world was "never so secure against attack as it is to-day." Nevertheless it is urged that the conditions being what they are, the forecasted programmes of the British Admiralty for the next four years are transparently inadequate for the Empire's needs. "Even if reasonable provision is made for increasing our battleship strength, adding, as we must add, more cruisers and greatly augmenting our flotillas of torpedo craft, the expenditure upon the British fleet in future years will not be out of proportion to the wealth which it protects. . . . The average level-headed citizen who contrasts our expenditure with the size of the empire and its population, the tonnage and distribution of the mercantile marine, and the vast wealth which the British people always have afloat will conclude that the sum which we spend upon the Navy, even if we ignore its rôle as the primary protection against invasion, is exceedingly modest." It may be imperatively necessary, but few of us can regard it as "exceedingly modest," but it is surely an anachronism in our boasted civilisation that it should be necessary for the nations to be continually strengthening instead of diminishing the system of terrorism by which they seek to maintain the peace of the world, and the obligation rests upon statesmen in every country to strive to drive this lesson home.

A Chinese cyclist ran down a boat boy on Sunday, and, apparently fearing that he had seriously injured the boy, and that he would get into trouble over the matter, left his machine on the ground and bolted. The boy was only slightly bruised, however. The police now have the machine in their possession.

The third officer of the *Kumsang* has lost a couple of pairs of boots, which he values at $15. Coal coolies are suspected of having stolen them.

An organ recital at St. Andrew's Church, Kowloon, is announced to be given on Thursday by Mr. Denman Fuller, organist of St. John's Cathedral.

Yesterday was H.M. Queen Alexandra's sixty-ninth birthday. The British warships in the harbour were dressed in honour of the occasion and a salute was fired at noon.

The school which the Government has decided to establish at the Peak is advertised to open on January 5th. Until a building is erected the school will be held at the Peak Hotel. Mrs. Main will be the headmistress.

Mr. Thomas Sammons, the United States Consul-General at Yokohama, has been chosen to succeed Dr. Amos Wilder as Consul-General at Shanghai. Dr. Wilder, who recently resigned, is shortly leaving for Home to rejoin his family and to seek restoration to health.

A Chinese cook, employed at No. 144, Wellington Street, was carrying several packages of cigarettes, valued at $57, along Kennedy Road when he was accosted by five men. One of the number snatched his bundle, and all of them then decamped.

There were four fatal cases of plague in the Colony last week. Five cases of diphtheria were also reported, three being English, one Scottish, and one Japanese, and there were six cases of enteric fever, three being Chinese, the other patients being one French, one Indian and one Norwegian (imported case.) Two of the enteric cases proved fatal.

Sir John Jordan, British Minister in Peking, and Lady Jordan returned to the capital on Saturday, the 22nd ult. President Yuan Shih-kai sent Admiral Tsai Ting-kan to Tientsin to meet the Minister and accompany him to Peking. From Harbin to Peking at every station where the train stopped military honours were accorded to the Minister. At Peking, Sir John was welcomed by the Legation staff, representatives of the Chinese Ministry of Foreign Affairs and a guard of honour from the British Legation.

Japan papers announce the death of Mr. Richard Abbey, of Yokohama, in his seventy-second year. Mr. Abbey arrived in Yokohama in the early 70's, coming out from England in company with Mr. W. B. Mason to join the telegraph department in the Japanese Post Office, in which service he remained twelve years. He was responsible for the installation of the "Duplex" telegraphic system, and sent the first message by the system between Yokohama and Kobe. In recent years Mr. Abbey has been associated with his son, Mr. Tom Abbey, in the auctioneering business of Jno. W. Hall. His death resulted from cancer of the throat.

A KOWLOON HOUSING SCHEME.

AN IMPORTANT CO-OPERATIVE ENTERPRISE.

There was sold at auction at the Offices of Public Works Department yesterday a piece of Crown land measuring about 233,225 square feet, at Ho Mun Tun, Kowloon, on a 75 years' lease, with the option of renewal for a further 75 years. The lot is situated between Waterloo Road and Argyle Street Extension, and is very near to Yaumati railway station. Mr. Colbourne Little, architect, was the purchaser for a client, at $16,615, the upset price.

The client is Mr. F. P. de V. Soares who is the promoter of a co-operative building scheme. Plans have been prepared by Mr. Little for converting this site into a very attractive residential area on the lines of a garden city. Forty-six residents of various nationalities have booked sites on this land, on which they will build their own residences. Many of the houses will be detached, others will be semi-detached, but each will have its own little plot of ground. The levelling of the site, preparatory to building, will be begun without undue delay.

The whole scheme contemplates a total outlay of about a quarter of a million dollars, and when completed in accordance with the design prepared by Mr. Little we anticipate that it will make such an appeal to a large section of the European community as to ensure further developments on similar lines.

ROBBERY AT THE CENTRAL POLICE STATION.

A particularly audacious larceny was accomplished by a thief during Saturday night or Sunday morning at the Central Police Station. The thief entered the accountant's department, and stole from a drawer $6.53 in money, and also the accountant's pipe. It is supposed that the thief expected to find a considerable amount of money in the office, but he was evidently unaware of the precautionary measures always taken by the police in removing the cash to the safe in the charge-room.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE ANTI-GERMAN FEELING IN ALSACE.

JUDGES AND PUBLIC PROSECUTOR ARRESTED BY SOLDIERS.

LONDON, December 1st.

Further details of the Zabern affair are most astounding. After the flight of the crowd, the troops arrested people indiscriminately, the prisoners including two Judges, the Public Prosecutor, and a solicitor, just as they were leaving the Court House. Most of the prisoners were confined for the night in the barrack cellars. In the morning they were brought before the Magistrate, who immediately released them, apparently on the ground that arrests by the military without the co-operation of the civil authorities was illegal. The Chancellor has ordered a strict enquiry to be made.

THE INDIAN TROUBLE IN SOUTH AFRICA.

AN INTERESTING SUGGESTION.

LONDON, December 1st.

The *Morning Post*, in an article critically examining the demands for an Imperial Government intervention on behalf of the Indians, voiced by the *Daily News*, Lord Ampthill, and in other quarters, shows that the consequence would be that the Union Government would resign like the Natal Government of 1906. Mr. Smartt, having made it clear that he would support Sir Louis Botha, no other Government was obtainable. The Imperial Government would be compelled to take over the Government of South Africa and risk a rebellion, or give way as in did in 1906. To talk of intervention was foolish; it was also foolish to scold and abuse. The Colonial, Imperial, and Indian Governments must make the best terms they can by friendly representations, but in view of the balance of parties in South Africa, and the racial feeling aroused by the Indians' methods of agitation, there was little hope of obtaining a really satisfactory settlement. The Imperial Government might, however, provide refuge for Indians refusing to submit to conditions which they regard as intolerable, by framing a colonization scheme, say, in the Soudan, where magnificent land, coming under irrigation, urgently requires cultivators. A generous scheme on such lines would both benefit the Soudan and show the Indians that the Imperial Government was still deeply interested in their welfare.

AMERICA'S NEW NAVAL PROGRAMME.

WASHINGTON, December 1st.

Mr. Daniels, the Secretary for the Navy, recommends that the American Naval programme for 1914 be two Dreadnoughts, eight destroyers, and two submarines.

The American Navy would soon use 125,000,000 gallons of oil fuel yearly. He urged the acquisition of their own oil wells, quoting from Mr. Winston Churchill's annual statement on the Navy when he introduced his oil fuel scheme for the British Navy.

RUSSIAN WARSHIP STRANDED.

SEVASTOPOL, December 1st.

The warship *Uralets* is stranded on a reef midway between Kalta and Sevastopol. Her position is critical, and there is a heavy swell running. A cutter from the gunboat *Kubanets*, in attempting to assist the warship, capsized, and five persons were drowned.

NEW PRUSSIAN BATTLE CRUISER.

DANZIG, December 1st.

The battle cruiser *Luetzow* has been launched. The vessel has eight twelve-inch guns and will be propelled by oil fuel.

FATAL TRAIN COLLISION IN ITALY.

ROME, December 1st.

The Rome and Naples express collided with a goods train in the station at Geccano owing to a pointsman's error. Six third-class passengers and the pointsman were killed, and twenty persons were injured.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

NEW ZEALAND RIOT SEQUEL.

WELLINGTON (N.Z), Dec. 1st.

Two of the strike rioters have been sentenced to nine months.

ANOTHER JEWELLERY THEFT.

LONDON, December 1st.

The *Daily Mail* says that the police are searching for a quantity of jewellery belonging to Prince Arthur of Connaught, reported as missing.

TERRIBLE SHIPPING DISASTER.

ABOUT 250 LIVES LOST.

A terrible shipping disaster is reported from Port Arthur. A small steamer named the *Tak-yu* belonging to the China Merchants Steam Navigation Co., and employed on the coasting trade in the vicinity of Chefoo and Port Arthur, struck a sunken rock at Sam-to-wui, near Port Arthur, and quickly foundered. The number of passengers and crew on board at the time is given as about 280, and of these only about 30 were saved. The Captain (a Norwegian) and some members of the crew were picked up after they had drifted about in a heavy sea for eleven hours on a raft.

The passengers were probably mostly coolies. There is a large movement of coolies along the coast at this time of the year, for thousands migrate from this part of China to Vladivostock in the Spring and return at the end of the year, and the traffic furnishes business for numbers of small steamers. The large death roll is presumably to be accounted for by the heavy seas prevailing and by the coldness of the water, the temperature at this time of the year being about freezing point at Port Arthur.

THE RECENT HARBOUR COLLISION.

THIRTEEN MORE BODIES RECOVERED.

The police have recovered the bodies of ten male persons, two females, and an infant from the Harbour waters on Sunday. It is believed that these were among the victims of the recent disastrous collision in the Harbour between the ferry launch *Wa Sang* and the Japanese steamer *Soshu-maru*. This makes a total of 18 bodies recovered since the disaster.

THE MAGISTRACY.

In answer to a charge of stealing wooden boxes, a Chinese at the Magistracy yesterday said:—"I took the boxes. I have nothing more to say." He will doubtless serve his seven days' imprisonment just as philosophically.

Mr. Wood told a complainant in an assault case at the Magistracy yesterday, a man named Otto Brutton, that he was largely responsible for what had happened. He would have to behave himself. He had also to be thankful that the ricsha coolies with whom he had a row were not there to prosecute him.

Whilst a goldsmith was engaged in counting money on the counter of his shop in Queen's Road, a man suddenly dashed up, grabbed $100 in notes, and performed the vanishing act with remarkable celerity. The shopkeeper says that he can recognise the man, and the police are looking for him.

At the Magistracy a Chinese was charged with the larceny of a carpenter's brace from a hawker's stall in Reclamation Street, Yaumati. Apparently the man went up to the hawker and asked him the price of the tool. The hawker asked $1.80 for it, but the defendant offered $1.60. He took the brace up in his hands to examine it, put 20 cents down on the stall, and decamped. The hawker promptly chased him, and caught him. The defendant's demeanour in the dock gave reasonable grounds for questioning his sanity. He jumped up when his name was called, leaned across the rail in an indolent, familiar attitude, and showed not the slightest perturbation as the charge was read over to him. He was told to stand up properly, and then he mechanically dropped his hands into his trousers pockets, and remained thus during the hearing of the case. Mr. F. A. Hazeland said he would remand the case for a week in order that defendant might be examined by a doctor, adding that he would not convict him. The man was escorted out of the Court, still with his hands in his pockets.

FOOTBALL JOTTINGS.

The chapters in the story of Hongkong civilian football are becoming a trifle monotonous—even to the most forbearing. Another leaf in this season's book of records was turned over on Saturday, and the men from the *Minotaur* blotted it—rather luckily, it is true, but the stain remains there nevertheless. The Clubmen were the victims of heart-breaking misfortunes time and again. They were from beginning to end the better of two uninspiring combinations, but they could only sigh after all was over for what might have been. The last touch which crowns the work of a united forward line they could never obtain, and it was not a little discouraging to see the leather carried well into the sailors' preserves time after time unfruitfully. There was one goal, in fact, but this solitary ewe lamb would, with a bit of what footballers call luck, have been but one of a flock.

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In several directions there was improvement in the Club ranks. The attacking parts were welded together more firmly, and collaborated as they have not done for some little while, but the skilful placing which sets a forward going immediately at an advantage was conspicuously absent. No matter how accurate may be the direction of a pass from one forward to another, if the ball goes head high the transfer is rendered nugatory, except in the case of Army teams composed of "six-footers." Repeatedly, the Clubmen nullified their own smart work by transferring to their colleagues awkwardly, and at such an altitude that nothing useful could be accomplished through the pass. Then, too, the right man didn't always get the ball. There were occasions when the right wing was plied with passes, while being covered by two or three defenders, the left wing at the same time standing unmarked and with a clear field.

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Of course, it is the special privilege of the onlooker to criticize. He is in a position to see what might be done, and if he happens not to possess that sympathy which a footballer himself should have for a fellow-dabbler in the art, he is apt to be harsh. The faults which are at the root of the Club's ill-success, apart from the matter of chance—which enters into the question pretty substantially—might be easily remedied, with a little care and thoughtfulness, and that is my purpose in pointing them out. Once the Clubmen's feet have turned round the corner of the long lane of misfortune through which they have been groping, and once they have thrown off the few noticeable examples of inferior workmanship, we shall expect something from them different from that to which we have been accustomed of late.

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There is talent enough and to spare within the Colony, but it is rather a pity that the players are all of about average merit. There are not eleven men whose individual capacity thrusts them out above the many other followers of the code. The difficulty of selecting a representative team is not an inconsiderable one. The claims of each and every member have to be consulted and respected, and consequently the composition of the team is continually altering. Better results would be obtained, I am sure, if eleven men were played in three or four consecutive matches, in order that they may be given a reasonable opportunity of adjusting their own play to harmonize with the methods of their confréres.

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The display of the Navy men was frankly disappointing. They were obviously out of practice, and were wandering all over the ground for the greater part of the game. The inside forwards were clever enough in mid-field, but they were dilatory. Hamilton and Van Veeren allowed them to dribble round them a few times, but robbed them ultimately every time. "Hammy the Imperturbable" almost broke their hearts by the persistence with which he hooked the leather off their toes, and lobbed it to the other end of the ground. Stalker would have made their task even more difficult had he been on duty, but he preferred to play cricket, and showed his versatility by knocking the deliveries of the Engineers' trundlers to all parts of the field.

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The Police are to be condoled with in their grievous disappointment on Saturday. Their opponents in a Second Division match, H.M.S. *Tamar* Reserves, failed to make an appearance, and the referee had to call the game off. The appetite of the Police forwards has been whetted by their remarkable successes during the past week or two, and they were anticipating a nice little addition to their bag. Naturally, they were disappointed. Explanations will doubtless be made in due course, but this is not the first time this sort of thing has occurred this season. It is to be hoped that the negligent one, whoever he may be, will bestir himself, for incidents such as these are not pleasant.

GREEN AND WHITE.

ACTIONS AND REACTIONS IN CHINA.

III.—EXTRATERRITORIALITY.

We have already seen that the very first Treaty concluded between China and a foreign Power contained the elements of extraterritoriality—the Treaty of Nerchinsk (1689) provided that if any one of either nationality committed acts of violence on the foreign side of the frontier, they were to be sent to their own side of the frontier and delivered to the officials of their own nationality, "who will inflict on them the death penalty as the punishment for their crimes." There is a vast amount of difference between this limited extradition in capital cases and the complete immunity from the least degree of Chinese authority or jurisdiction that is now the privilege of every subject of every Treaty Power, yet, curiously, the early developments of the principle were all of a retrograde nature, and not even in the Treaty of Nanking was China's right to judge and punish foreigners according to her own laws or whims called into question.

The question of the extent to which China's jurisdiction over Europeans was to be admitted often cropped up in connection with the Portuguese occupation of Macao, and it was at last settled (for the time) by a convention concluded between the two countries in 1749 after China had overcome Portugal's opposition by the drastic expedient of cutting off all supplies from Macao. Article V. of this convention provided that in cases of homicide the Chinese official at Casa Branca (the official in charge of the barrier) should go to Macao and sit as coroner, and the evidence should then be transmitted to Canton for final judgment. In accordance with this, an Englishman who had killed a Chinese at Macao was, in 1773, tried by the Chinese officials and executed.

The causes which ultimately led to the Treaty provisions for the exclusion of foreigners from Chinese jurisdiction now seem so conspicuous, and the need for such exclusion so obvious, that it is almost difficult to believe that Europeans were content to rest so long in a position in which they were liable to become the victims of all the vagaries of the Chinese administration of law—to the impossibility of obtaining a fair trial when bribery and intrigue were a recognized part of the judicial system, when perjury was unchecked, when torture was always a possible incident, when legal advice was impossible to obtain, and when the whole issue of the case depended upon the arbitrary decision of an official who, if not positively ignorant, could not claim to have the least professional training that might aid him in estimating the weight of evidence and arriving at a correct conclusion from a mass of conflicting statements; most of which evils, it may be remarked, exist in the present day, notwithstanding all the boasted measures of reform. The necessity for exemption from Chinese law would have borne itself home more forcibly to the merchants frequenting Canton in the early days—but for the fact that they rarely if ever found themselves involved therewith, and so long as the disadvantage remained little more than academic, they naturally preferred not to run the risk of a stoppage of trade, a weapon to which the Chinese frequently resorted and which would certainly have been their reply to a demand for anything approaching extraterritoriality.

In the few serious criminal cases in which foreigners were involved as defendants, the persons concerned were almost invariably members of ships' crews. Even these cases were not numerous: Morse has compiled a list showing some dozen cases of homicide or wounding in the course of a century. In some of these (*e.g.*, that of the American sailor, already quoted) the accused was handed over to the Chinese for trial and sentence; in others, the matter was compromised for a cash payment; while in one the Chinese agreed that, if the culprit were discovered, he should be tried and sentenced in accordance with the laws of England. In all there appear to have been four cases in which a European was executed by the Chinese authorities for what would, in English law, be regarded as accidental homicide or at the worst as manslaughter, but these four cases are sufficient to demonstrate the uncertain position in which Europeans stood in China until extraterritoriality was secured by the American Treaty of Wanghia. One of these cases has already been referred to; another that will illustrate the dangers even in those early days of submitting Europeans to Chinese jurisdiction was that in which a Chinese was accidentally killed by a salute gun fired from a British ship. "The authorities demanded the surrender for trial of the man who had fired the gun, but were informed that it could not be definitely ascertained who the man was. . . . In the end, the gunner was surrendered to the Chinese. There is no record of the nature of the trial accorded to him, and he was strangled on January 8th, 1785, under orders from Peking. Considering the dates, the order must have been sent in reply to the first reports on the occurrence, and not after any trial of the gunner." (*The International Relations of the Chinese Empire*, p. 102.)

The disadvantages of a state of affairs in which incidents of this sort were possible was apparent enough even in the "factory" days, when the number of Europeans in China was limited and they were subjected to a strict control, but with the Treaty of Nanking and the opening of five ports to foreign residence, it became obvious that this state of affairs could not continue, for with the opening of the new ports and the influx of greater numbers of foreigners who were subject to none of the former guarantee requirements and restrictions on residence, there was bound to be a much greater risk of foreigners becoming involved in the meshes of the law, and the few cases that had occurred at Canton were a sufficient warning that the whole effect of opening the ports might be nullified unless accompanied by extraterritoriality. This was not provided for in the Treaty of Nanking, however; the first Treaty including it is that concluded by the United States at Wanghia, Article XXI. of which runs: "Citizens of the United States, who may commit any crime in China, shall be subject to be tried and punished only by the Consul, or other public functionary of the United States thereto authorised, according to the laws of the United States." This clause is the foundation of extraterritoriality as it is understood in China to-day, and, though the authors may not have contemplated all the ramifications of the principle, these ramifications can all be shown to be the logical developments of the basal principle that foreigners were to be punished only in accordance with the laws of their own country administered by an official of their own nationality.

The validity of any law or regulation depends on the sanction attached to it—on the penalties that will follow breach of such law or regulation. As no punishment under Chinese Law could be inflicted on foreigners, it followed at once that all Chinese regulations of any kind whatever became dead letters so far as foreigners were concerned. Chinese Harbour Regulations are thus inoperative until they have been declared binding on their nationals by the Ministers of the Treaty Powers and until the Ministers have taken steps, in the shape of the issue of King's Regulations or other appropriate machinery, to give such regulations the force of national law. The same applies also to rules made not by the Chinese Government or Chinese officials, but by foreigners themselves for their self-government; *e.g.*, the bye-laws of the Shanghai Municipal Council do not derive their validity *vis-à-vis* British subjects from their adoption by that Council, but from the fact that they have been ratified in the appropriate manner under the (British) Order-in-Council—*i.e.*, they are valid not *quâ* bye-law of the Shanghai Municipal Council, but as a part of the King's Regulation in which they are incorporated. The frequency with which the Chinese issue regulations, even though they are often of a trivial and even innocuous character, which they fondly hope will be effective as against foreigners, justifies the laying of some emphasis on this point: a dog muzzling order, for instance, will be ineffective so far as British subjects were concerned unless and until there had been issued some regulation, having the force of British law, ordering such muzzling. Chinese regulations are operative for British subjects only in so far as they have been incorporated into some King's Regulation or similar instrument.

It is especially in connection with municipal taxation that China often tries to overstep the bounds of extraterritoriality, but here again the same reasoning is proof against her subtlest sophistries. The levying of a municipal rate is futile without the power to enforce payment, and such power can be derived only from a corresponding power to inflict punishment for non-payment, and it is at this point that Young China's fine arguments, based on the idea that the privileges conferred by extraterritoriality must be construed as strictly and narrowly as possible, come to grief—though it may often be proved to perfection that foreigners ought to pay municipal taxes in Chinese towns on the same footing as their Chinese neighbours, the fact remains that (save perhaps in one or two special cases where King's Regulations have been issued) neither the Chinese officials nor their own Consuls possess the power to make them pay. (It is interesting to note in passing the strict view on this subject that was held by a Chinese official of British nationality who was resident in London. When rates were demanded from Sir Halliday Macartney, Councillor of the Chinese Legation, for his house in Harley Place, he at first refused to pay, claiming exemption as a member of the *corps diplomatique*. Finally, when threatened with distraint, he paid under protest, and immediately commenced an action in the High Court for the recovery of the sum, and when judgment was delivered it was entirely in his favour. This incident is especially instructive now in view of the efforts that the Chinese Government is said to be making to prove that its much talked of Stamp Duties are enforceable as against foreigners.)

It is especially in the case of the so-called "voluntarily opened" ports (Santu, Chingwantao, Woosung) that these attempts have been made. Thus, when Santu was first opened (May 8th, 1898), it was announced that in addition to the regular import and export duties, "wharfage dues, at the rate of 2 per cent. of the Customs duties, import and export, will be collected for municipal purposes," the view held by the Imperial Maritime Customs being that "Santu being voluntarily opened to trade by China, the Chinese Government are free to impose any conditions they please, irrespective of Treaty, and it is proposed to vest in a Chinese official and the Commissioner the control of the new port, to the exclusion of the Consuls of the Treaty Powers." (China No. 1, 1900, No. 243.) A protest was of course made to the Tsungli Yamen, and it was pointed out that this extra toll could not be collected without the consent of the *corps diplomatique*. Apart from this protest even, China must have discovered, as soon as it became necessary to punish, say, a British subject for non-payment of this due, that whatever she might propose, it was the Treaty Powers who disposed.

Without tracing at full length the ramifications of extraterritoriality, enough has been said to show how it has expanded from the crude outline laid down in the Treaty of Wanghia until it protects completely the nationals of the Treaty Powers from all interference from any outside source, including the International Municipal Councils, the foreign controlled Maritime Customs, and even, as was exemplified in 1898 at Ningpo, from themselves. (In the Ningpo case, the representatives of the British community wished to raise a levy from the community for Municipal purposes, but were without power to give effect to their own wishes until they were embodied in a Queen's Regulation.)

It has also to be pointed out that though this highly developed form of extraterritoriality is the most highly cherished right of foreigners resident in China, and is in the vast majority of cases of real advantage, it is not altogether an unmixed blessing, and, especially in commercial matters, sometimes introduces irritating complications. The disadvantages consequent on extraterritoriality more rarely manifest themselves in the sphere of the criminal law, yet even here they occasionally appear, and that they remain at a minimum is largely due to the superior status of the average foreigner in China. One or two cases have occurred, however, in which the existence of extraterritoriality has made it difficult to deal with a recognized evil.

The incident of the "Alhambra" gaming house at Shanghai is a case in point. Of this the author of *China As It Really Is* says:—"Being outside the settlement, the house did not come under the municipal bye-laws. It was, however, kept by a foreigner, against whom proceedings could be taken. The difficulties experienced in establishing the ownership, then the nationality of the owner, and then convincing the Consul concerned of the undesirability of the establishment, were extraordinary; just as the way had been smoothed, the ownership would pass, and the whole trouble would recommence. Eventually all the Consuls gave a blank order against the establishment, the municipal road leading to it was blocked, and, finally, the place was raided by the municipal police and the roulette wheel destroyed."

Another instance of the same sort occurred at Shanghai this year. A raid by the municipal police resulted in the arrest of a couple of dozen frequenters of a cock-fighting establishment. The prisoners were of half-a-dozen nationalities, and each was, in the ordinary course of events, tried in his own national court, one or two subjects of non-Treaty Powers being dealt with at the Mixed Court. The result was that, for the same offence, they received widely varying punishments, while in the case of one nationality it was held that cock-fighting was sanctioned by the customs of the country and accordingly no penalty was inflicted.

(To be Continued.)

THE PRICE OF SILVER AND CHINA'S TRADE.

The writer of the financial notes in the *N.-C. Daily News* says:—

The unexpected and sensational drop in silver during the past ten days has disorganized business somewhat, especially as at present the business barometer is so delicate that even a very slight change in conditions affects it. The disabilities from which the import trade is suffering are already numerous: if to this be added, at this stage, a big fall in exchange the result would be almost disaster. The fall in exchange has, however, been slightly checked at the close; and although this does not mean much materially as yet, it is an indication that the chances are towards betterment.

At one time China was the weak factor in the silver market, mainly on account of the heavy stock of silver in the banks and the dullness of trade. But even the weakness thus caused is nothing compared to that brought about by the failures in Bombay. The magnitude of the latter crisis in Bombay was at first very much under-estimated. But a combination of circumstances, such as the slump in the piece goods trade, the heavy fall in the price of pearls, the large rise in American cotton, and above all the heavy speculation consequent upon two years of prosperous trade and the inevitable reaction, made the position serious indeed.

It is evident that, ever since the first bank failure, enormous efforts have been made to minimize the crisis. But speculation had been so general that such efforts were fruitless, in face of the number of unexpected events. The speculative group had large holdings of silver, both spot and forward, and had to sell out at any price. Hence prices have been coming down with a run, until two days ago. Providentially the Government of India had bought a large amount from the group, or else the crisis would have been still more serious.

In China the position is improving. With confidence in the Government's ability to keep down the forces of disorder improving the Chinese are beginning to withdraw their deposits from the foreign banks; and the latters' stocks of silver are being reduced, although as yet not fast enough. Exports are an unconscionably long time in coming. Still although they are delayed, and are bound to be less on account of this delay, of drought and rebellion, exports must come at last.

Of course the strength in the silver market is nowhere near what it was expected to be, or what it might have been but for the financial crisis in India. Still, we have the reduced output in Mexico and the Chinese exports to reckon upon for the next few weeks. And the rehabilitation of the Indian Specie Bank's credit cannot fail to make its influence felt on the price of silver—at least until the bank's holdings, cash and forward, are disposed of. The large stock of silver locally will certainly act as a drag. However, the position is rather in favour of high exchange in the near future than otherwise.

TSAR'S NEW HOPE.

INTERESTING ANNOUNCEMENT FROM ST. PETERSBURG.

The rumours concerning the health of the Tsar's only son lend additional interest to the news, which, it is stated, has just reached the British Court from St. Petersburg to the effect that an addition to the Imperial family may shortly be looked for.

For some months, says the *Gentlewoman*, the Tsaritsa has been living in retirement at her summer home in Livadia, where it is understood she will remain until the happy event has taken place.

How strong must be the ardent hope that the expected child may be a boy (says the *Daily News*) is incidentally shown by an article on the Romanoff Dynasty which appears in a copy of *Free Russia* that recently reached England. "Wanted: an heir to save the dynasty!" is the cry. The article proceeds:—

"The young Alexis (the Tsarevitch, who is aged nine), suffering from an incurable disease—tuberculosis of the bones, it is said—can only be kept alive, the doctors say, for a few months longer."

THE ABOLITION OF LIKIN.

During a recent meeting of the Cabinet Premier Hsing introduced a bill for discussion with regard to the abolition of the Likin throughout the Republic in exchange for an increase of the Customs duty. The bill was passed by the Cabinet Ministers, who have now wired to the various Provinces asking for the final opinions of the Tutuhs and Chief Civil Administrators, while at the same time both the Waichiaopu and the Shuiwuchu have been instructed by the Government to open negotiations with the Treaty Powers of China with a view to put the matter into effect as soon as possible. There are still some Provinces grumbling about the abolition of the Likin on the ground that as the Customs duties are in the hands of foreigners they cannot use them as they please; also their subordinates will lose many lucrative posts in their Provinces. It is said that after the abolition of the Likin, the Government has promised to subsidize some of the poorer Provinces which depend upon the Likin receipts for meeting their administrative expenditure.—*Peking Gazette.*

OIL ON TROUBLED WATERS.

Sir Edwin Ray Lankester, in a letter to the *Daily Telegraph*, on the scientific aspects of throwing oil on a stormy sea, attacks the British Government for permitting passenger ships to go to sea without an apparatus for this purpose, neglecting in this manner, he says, one of the simplest precautions for the safety of passengers.

SALT REVENUE PROSPECTS.

INTERVIEW WITH CHANG HU.

PEKING, November 25th.

A representative of the *Peking Gazette* has interviewed Chang Hu, who stated that during the Revolution the Salt Revenue dwindled to $6,000,000 from $40,000,000. Chang Hu recently devoted himself to the reorganization of this revenue, the outlook of which is promising.

He recently informed the Russian Minister that the income for 1913 would be $10,000,000. The Minister refused to believe it. But $8,000,000 had been collected by the end of October and therefore the revenue will exceed $10,000,000 by the end of the year. The Szechuan Salt Administration flourished throughout the revolution, but its receipts are not included. The new system has only been in operation in Lianghuai district for two months. Chang Hu is confident that they will be able to bring the receipts to $40,000,000 without reorganization, and that with it this amount will be greatly exceeded.

Chang Hu concluded by saying that he found Sir Richard Dane a man of great ability, that his advice was very valuable and co-operation with him very happy, and that there was no doubt that he, Sir Richard Dane, would successfully introduce effective reforms.—*Reuter.*

THE "RASCALS" OF SHANGHAI.

NOVEL RUSE TO DECEIVE PASSENGERS.

A writer in the *Union* has something interesting to say regarding the roguery practised upon passengers by a certain set of astute rogues. He writes:—There are rascals in Shanghai as there are elsewhere, but we fancy the local product takes the cake. Our readers probably know that a Chinese Society makes it its business to stop kidnapping and has agents who visit the steamers and wharves for the purpose of finding out people who have stolen children. Now this has been taken advantage of by rogues, who, on visiting a steamer a few hours before it is leaving, fossick about till they get hold of somebody with a family. Then they accost the father or mother and tell them they know the children have been stolen and that the Police will be informed. This, of course, frightens the parents, who do not want to lose their passages, so some money passes and the rascals go away richer than when they went on board. There is another thing, also a money-making business for another set of rascals. They watch when steamers arrive and as the Chinese passengers land and get out on the street they meet them and compel them to accept their services, in providing jinrieshas, wheelbarrows or carriages, and they thus make a nice little income this way, for the Chinese are so stupid or timid that they submit without making any attempt at resisting the imposition.

THE JAPANESE EMPEROR'S CORONATION.

Prince Fushimi, senior, has been appointed Honorary President of the Committee that will make arrangements for the coronation of the Emperor of Japan next year, and Mr. Hara, Minister for Home Affairs, has been appointed President. At a meeting of the committee, the Premier, Count Yamamoto, explained two ceremonies which will be observed on the occasion of the Coronation. One ceremony will be the official announcement by the Emperor to the spirits of his ancestors and to the people of his accession to the throne. The other will be the celebration by the Emperor of his formal accession to the throne in honour of the gods of heaven and of earth. Although it is necessary that these ceremonies should be carried out in accordance with the regulations and in a style befitting the standing of the country, nevertheless the Premier expressed the earnest hope that the committee would bear in mind the principle of economy which the Emperor ever desired to observe.—*Japan Chronicle.*

SAVAGERY AT NANKING.

SOLDIERS EAT MAN'S HEART.

It has just transpired that Dai Chi-di, one of the leaders of the Rebellion under Ho Hai-ming, was executed a week ago at the Men Tung, near the Confucian Temple at Nanking. After the rebel was shot his body was opened and the heart removed and cooked, according to the custom made popular by Djau Hsien-shung, of the Ming Dynasty, being then cut in pieces which were distributed among the soldiers who performed the execution.

CHANG HSUN'S BIRTHDAY.

PRESIDENT'S COMPLIMENT.

November 21st was General Chang Hsun's sixtieth birthday. There was much celebration at Nanking, including a reception at the Yamen, in his honour. One of President Yuan Shih-kai's sons was present as a special representative of the Government and presented the President's compliments.

NEW VOLUNTEER KIT.

The *Pioneer* says:—The orders recently issued by the Officer Commanding the Allahabad Volunteer Rifles are interesting. We simply dare not comment on the new dress, but—we mean to be present at the first battalion parade. 471. Dress Officers. "In accordance with the Indian Army Orders just received, officers will no longer wear white collars and black ties on parade. Khaki shirts and ties only will be worn." This seems clear enough, but seemingly to obviate any misunderstanding Battalion Order 472 adds:—"Company officers will no longer wear breeches and gaiters." This is probably the first step to convert the Allahabad Corps into Kilties.

A Chinese who had arrived in the Colony by the *Shinyo Maru* was arrested in the West Point district with 150 rounds of ammunition on him. At the Magistracy yesterday he was fined at the rate of a dollar a round.

INTIMATIONS

RED RASH ON FACE ITCHED AND BURNED

Face Covered With White-headed Pimples. Caused Much Pain. Used Cuticura Soap and Ointment. Within Few Days Face Clear.

22, Mildmay St., Plymouth, Eng.—"The first sign of my skin trouble was a lot of red rash which came out on my face and at night would itch and burn and I was bound to scratch the places, and after a little while my face was covered with white-headed pimples which caused me much pain at night. This lasted two or three months. All this time I had been trying different remedies which did not take much effect and so I thought I would try some Cuticura Soap and Ointment which I did and after a few weeks nearly all the pimples were gone, the burning and itching was stopped, and within a few days my face was clear. I still use Cuticura Soap and have not had any signs of any more pimples yet, and I give all the praise to Cuticura." (Signed) F. Winnicott, Apr. 10, 1912.

Cuticura Soap is best for skin and hair because of its extreme purity, delicate yet effective emollient properties and refreshing fragrance. It wears to a wafer and gives comfort and satisfaction every moment of its use, for toilet, bath and nursery. Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N. S. W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., Boston, U. S. A.

☞Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-20

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS).

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS,

CHATER ROAD

341

CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864).

THE OLDEST FIRM OF WINE AND SPIRIT MERCHANTS IN THE EAST.

CHAMPAGNES,

SHERRIES,

MADEIRAS,

MARSALAS,

PORTS,

CLARETS,

BURGUNDIES,

HOCKS,

MOSELLES,

WHITE WINES.

&c., &c.

[2

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held on THURSDAY, the 4th December, 1913, at 12.15 o'clock P.M. at 4, Queen's Buildings, Victoria, Hongkong, for the purpose of considering and if thought fit confirming the subjoined Resolution passed at the Extraordinary Meeting held on 18th November, as an Extraordinary Resolution.

"It is resolved that the Capital of the "Company be reduced from $150,000 to "$90,000 by reducing the par value of the "Shares from $10 to $6 each."

BRADLEY & Co., LTD.,
General Managers.
Hongkong, 2nd December, 1913. [1389

ST. ANDREW'S CHURCH, KOWLOON.

ORGAN RECITAL.

BY MR. DENMAN FULLER, F.R.C.O., L.R.A.M., on THURSDAY, December 4th, at 9.15 P.M.
Hongkong, 2nd December, 1913. [1386

THE PEAK SCHOOL.

THIS SCHOOL will be OPENED at the PEAK HOTEL on MONDAY, January 5th, 1914, at 9 o'clock.

Application for admission should be made as early as possible to the Undersigned.

M. E. MAIN,
Head-Mistress,
Kowloon School.
Hongkong, 1st December, 1913. [1387

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 2nd December, 1913. [1388

S.S. "TINGSANG."

TENDERS are invited for the purchase of the wreck of the above Steamer with all her Gear and Appurtenances, as she lies in the Haitan Straits.

For full particulars apply to the Undersigned.

GILMAN & Co.,
Lloyd's Agents.
8, Des Vœux Road Central.
Hongkong, 2nd December, 1913. [1390

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KAFUE,"

Captain R. Leslie, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 8th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 1st December, 1913. [1391

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"CANTON,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co.,
Agents.
Hongkong, 1st December, 1913. [40

NEW ADVERTISEMENTS

G. R.

GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of HIS MAJESTY'S TREASURY, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. TO-DAY (TUESDAY), the 2nd December, 1913.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

J. O'HARA, Colonel, A.P.D.,
Treasury Chest Officer.
His Majesty's Treasury Office,
Hongkong, 1st December, 1913. [1385

THE *HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT* is now ready and contains:—

Far Eastern News.
Leading Articles:—
The Tibetan Conference.
The Outlook in China.
China's Finances.
A "Third Revolution" Frustrated.
Railway Development in China.
Hongkong:
Ex-Officials and Local Directorships.
Disastrous Collision in the Harbour.
Correspondence:—
Hongkong Hotel Co.
Wedding at the Cathedral.
The Siberian Mails.
Valuable Seizure of Opium.
The Hongkong Chess Club.
The Command of the German Squadron.
British Destroyers on the China Station.
The Military Camp in the New Territory.
St. Andrew's Ball.
St. Andrew's New Hall, Kowloon.
Affairs at the Sikh Temple.
The Ministering Children's League.
Annual Fire Brigade Display.
Inquest on a Police Constable.
The Causeway Bay Murder.
Big Hauls of Arms and Ammunition.
The Hongkong Licensing Board.
Swatow.
Company Manager and Newspaper.
The New Premier of China.
Marksmen's Fads.
Seizure of Arms.
A Loan to Szechuan.
The Wreck of the "Tingsang."
China's President.
President and Parliament.
Hongkong Appointments.
China's Expenditure.
Suppression of Poppy.
China Association.
The Superior Chinese.
Canton Christian College.
The Philippines Carnival.
Russia and Eastern Siberia.
A Familiar Story.
An Affray Among Legation Guards.
Actions and Reactions in China.
"The Western-Educated Chinese Student."
Wuchang and Peking.
Supreme Court.
Consumption Campaign at Shanghai.
Appointments.
Telegrams.
Dr. Sun's Railway Office at Shanghai.
Local Sport.
Marriage at Sea.
The Golf Championship.
Chinese Methods.
The New Tariff Act of the United States.
Canton Notes.
President and Parliament.
The Imperial Obsequies.
Observatories for China.
Torture in a Chinese Prison.
Suffrage Movement Suppressed in China.
Commercial.
Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

$1 Cash for three copies.

Subscription: $12 per annum, payable in advance; postage $2.

Hongkong, 2nd December, 1913.

G. R.

SANITARY BOARD OFFICE,
Hongkong.

To the
OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every Domestic Building or part of such Building within the CENTRAL Division of the City of Victoria, and the WESTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of December and January.

N.B.—The word "throughout" used in this Notice means that the Houses should be Limewashed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls Limewashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleansed.

The CENTRAL Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West.

Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North thereof through the Yaumati service reservoir to the Northern Boundary of Kowloon.

Dated this 1st day of December, 1913.

W. BOWEN-ROWLANDS,
Secretary.
1381]

INTIMATIONS

LANE, CRAWFORD & Co.

NOW SHOWING

A NEW

SELECTION

OF

EIDER - DOWN - QUILTS.

IN

SATIN

AND

SATEEN COVERINGS.

ARTISTIC DESIGNS. ALL SIZES.

MODERATE PRICES.

LANE, CRAWFORD & CO.

[46

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

$16.00

PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

MACEWEN, FRICKEL & Co..

[392

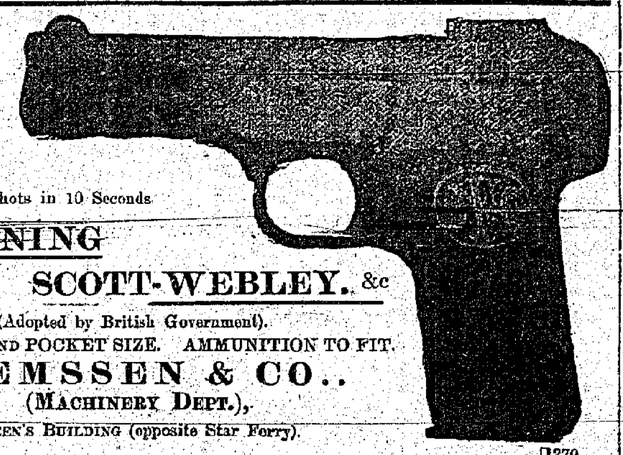
INTERCHANGEABLE RETURN TICKETS ISSUED BY TRANS-PACIFIC MAIL LINES.

IT IS HEREBY NOTIFIED THAT TICKETS ISSUED BY ANY ONE OF THE UNDERMENTIONED STEAMSHIP LINES FOR ROUND TRIP PASSAGE BETWEEN HONGKONG, SHANGHAI AND JAPAN PORTS OF CALL AND POINTS IN CANADA AND THE UNITED STATES WILL BE GOOD FOR PASSAGE IN THE RETURN DIRECTION BY THE STEAMERS OF EITHER OF THE OTHER COMPANIES, THUS TICKETS SOLD FOR RETURN FROM VANCOUVER WILL BE HONOURED FOR RETURN FROM SAN FRANCISCO, AND VICE VERSA.

PACIFIC MAIL S.S. CO.
CANADIAN PACIFIC ROYAL MAIL S.S. LINE.
TOYO KISEN KAISHA.

[1320

AUTOMATIC PISTOLS.



8 Shots in 10 Seconds

BROWNING

SCOTT-WEBLEY. &c

(Adopted by British Government).

ORDINARY AND POCKET SIZE. AMMUNITION TO FIT.

SIEMSSEN & CO..

(MACHINERY DEPT.),

QUEEN'S BUILDING (opposite Star Ferry).

[1379

PUBLIC COMPANIES

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that CERTIFICATE No. 272, dated Hongkong, 21st March, 1911, for 50 Shares numbered 07996 to 08045 inclusive, Registered in the name of LAM HON KWAN, has been LOST or STOLEN, and should this Certificate not be produced to the General Managers before the 15th December, 1913, a New Certificate for the Shares will be issued and the aforesaid Certificate No. 272 will be thereafter treated by this Company as Null and Void.

BRADLEY & Co., LTD.,
General Managers.
Hongkong, 21st November, 1913. [1353

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATES for Thirty (30) Shares Numbered 22671 to 22695 and 51166 to 51170 inclusive, standing in the Register in the name of TANG YIK of Hongkong; and Share Certificates for Thirty (30) Shares Numbered 22696 to 22720 and 51171 to 51175 inclusive, standing in the Register in the name of TANG MAN, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that, unless the said Certificates be produced at the Offices of the Company, Alexandra Buildings, Des Vœux Road Central, Hongkong, on or before the 27th December, 1913, New Certificates for the said Shares will be issued, and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 27th November, 1913. [1375

NOTICES OF FIRMS

NOTICE.

WE HAVE from This Date handed over our Wine and Spirit Department to Messrs. MACEWEN, FRICKEL & Co., to whom we recommend our patrons to apply for future supplies.

THE FRENCH STORE.
Hongkong, 1st November, 1913. [1283

NOTICE.

WE HAVE purchased the stock of Wines carried by THE FRENCH STORE and will be pleased to receive enquiries for these High-Class Goods.

MACEWEN, FRICKEL & Co.
Hongkong, 1st November, 1913. [1284

INTIMATIONS

WANTED.

IN Good Locality, TWO NICELY FURNISHED ROOMS, with Bathroom attached. Use of Kitchen and accommodation for Servants Essential.

Apply—
"BENEDICK,"
Care of "Daily Press" Office.
Hongkong, 20th November, 1913. [1345

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.
1343]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.
Cheapest Store in the Colony.
An Early Visit Earnestly Solicited.

D. CHELLARAM.
Hongkong, 26th July, 1913. [907

WE are now making a preliminary display of

TOYS
FOR CHRISTMAS.

Come and inspect our Beautiful

DOLLS.

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building),
Hongkong, 25th October, 1913. [1153

TO LET

TO BE LET.
From 1st January, 1914.

NO. 1 to 5, "AIMAI VILLAS," adjoining "OLDESLOE," Kimberley Road, Kowloon.

Apply to—
PATELL & Co.,
79, Wyndham Street, or—
A. Abdoolrahim, Architect,
34, Queen's Road Central.
Hongkong, 26th November, 1913. [1372

TO LET.

GODOWN, 94, Wanchai Road.

No. 153, PRAYA EAST.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st December, 1913. [65

AUCTIONS

G. R.

PUBLIC AUCTION.

THE Undersigned, favoured with instructions from H.M. NAVAL STORE OFFICER, will sell by Public Auction,

WEDNESDAY,

10TH DECEMBER, 1913, AT 11 A.M.,

ON BOARD,

H.M.S. "HANDY"

AND

H.M.S. "JANUS"

as they now lie in H.M. Naval Yard.

To be sold for the purpose of breaking up.

Full particulars, Conditions of sale and inspecting orders may be had from the Auctioneers from 9 A.M. 8th December.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, 1st December, 1913. [1382

TO LET

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK

Apply to— M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722

TO LET.

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vœux Road Central, the Premises now occupied by The South China Morning Post, Limited.

Possession, 1st May, 1914, or earlier.

FLATS, "WILD DELL," Wanchai Road.

"HOMESTEAD," No. 45, Peak. Immediate possession.

Apply to—
SANG KEE,
Care of COMPRADORE DEPARTMENT,
Hongkong and Shanghai Bank.
Hongkong, 28th October, 1913. [1083

TO LET.

MERION, Nos. 9 and 10, PEAK, Unfurnished. 6 Rooms. Cheap rental, from 1st December, Newly Painted and Colourwashed.

1, CAMERON VILLAS, No. 60, PEAK, To Let, Furnished, for 1 year from 1st May.

"ROGATE," Austin Road, Kowloon; Unfurnished.

No. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE OR TO LET.
(From 1st November, 1913.)

No. 1, GOUGH HILL, No. 103, PEAK. Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Inland Lot No. 1154.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 2nd December, 1913. [64

TO LET.
Until 31st December, 1914.

SHOP and 1 ROOM, on 1st Floor of 5 Queen's Road Central.

Apply— D. CHELLARAM,
38/40, Queen's Road Central.
Hongkong, 11th November, 1913. [1312

TO LET.

NO. 3, "DURBAR VILLAS," Cameron Road, Kowloon.

Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 17th November, 1913. [1328

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

A FURNISHED FLAT in Nathan Road, Kowloon, from 1st January next.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 12th November, 1913. [1313

TO LET.

A HOUSE at Observatory Villas, Kowloon.

Apply to—
ARRATOON V. APCAR & Co.,
14, Des Vœux Road.
Hongkong, 25th November, 1913. [1367

TO LET.

OFFICE in ALEXANDRA BUILDING.

Apply—
A. S. WATSON & Co., LTD.
Hongkong, 22nd August, 1913. [995

TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya East.

Apply to—
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions.
Hongkong, 4th September, 1913. [1035

Cutler Palmer & Co
The Wine Merchants of the East

NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[74

SPECIALITIES

CORNED OX TONGUES,
CORNED BEEF,
CORNED PORK.

PRESSED BEEF,
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE
DAIRY FARM Co., LTD.
[28

KOMOR'S
ART AND CURIO GALLERY.
JUST RECEIVED: FASHIONABLE
SILK SCARFS
and
OPERA CLOAKS
designed by French and English Artists.
GENUINE TORTOISE - SHELL
ORNAMENTS.
POST CARDS
ARTISTIC HONGKONG VIEWS.
Inspection invited!
Please note that the address of MESSRS. KUHN & KOMOR and KOMOR'S is ALEXANDRA BUILDINGS ONLY.
DES VŒUX ROAD CENTRAL.
Hongkong, 22nd November, 1913. [1301

STOP! LOOK! LISTEN!

XMAS is Coming, and we have JUST UNPACKED for the Season:—

LADIES' FASHIONABLE SILK NECKWEAR, Best Varied Selection ever shown in Our Special Show Case.

Finest Quality, Various Designs—Handkerchiefs, Latest Style Colours, Ninons, Newest Style Tweed and Showerproof Hats,
&c., &c., &c.

Come Early before they are Sold Out.

HOOSAIN-ALI & Co.,
1c, D'AGUILAR STREET.
Hongkong, 26th November, 1913. [45

MARTIN'S
APIOL & STEEL
For Ladies PILLS
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any Irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 2/-. MARTIN, Chemist, Southampton, Eng.
MARTIN'S
APIOL & STEEL
For Ladies PILLS
83

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION
123-2

LIGHTING THE PARACELS.

REPORT OF SHANGHAI COAST INSPECTOR.

NO REAL VALUE TO SHIPPING.

Early this year some correspondence passed between the Imperial Merchant Service Guild and the Foreign Office relative to the establishment of a light, or lights, in the vicinity of the Paracel Reefs, in the China Sea. Mr. L. A. W. Brooks, the honorary agent of the Guild at Saigon, now forwards more correspondence and expresses the hope that navigators who are familiar with the vicinity of the Paracel Reefs will put forward any comments which they may wish to make in connection with a report of the Coast Inspector at Shanghai. The last letter from the Foreign Office is in the following terms:—

The Secretary, The Imperial Merchant Service Guild.

SIR,—As you were informed in the letter from this office of the 14th ult., Secretary Sir E. Grey referred in due course to the proper Department of His Majesty's Government your letter of January 8th urging again the desirability of a light to assist navigation being established in the vicinity of the Paracels Reef, China Sea.

The Board of Trade have now informed Sir E. Grey that they still consider that the erection of one light in the vicinity would not be of real value to shipping and that the cost of the erection of sufficient lights to ensure safety to navigation in the neighbourhood of the reef would be very great.

The board add that the cost of such work could not legally be charged to the General Lighthouse Fund, and they point out the improbability of the Chinese Government undertaking the work and defraying the expense.

His Majesty's Minister at Peking, who was furnished with a copy of the earlier correspondence with you on this subject, communicated with the Inspector-General of Chinese Maritime Customs, who referred the matter for the opinion of the Coast Inspector at Shanghai. From the reply of the latter, a copy of which is enclosed herewith, you will observe that he confirms the view expressed by the Board of Trade that no great assistance would be rendered to navigation by the erection of a light in the neighbourhood of the reef.—Yours, etc., W. LANGLEY.

COAST INSPECTOR'S REPORT.

The report of the Coast Inspector, Shangha', referred to above, says:—

The Paracels consist of groups of reefs—a few of them having low islands associated with them—enclosed within an area of 78 miles in a north and south direction and 95 miles in an east and west direction. This area lies directly in what, in the absence of the reefs, would be the track from Singapore to Hongkong. The usual track is some 40 miles to the eastward of the Paracels, i.e.— between the Paracels and the Macclesfield Bank. The track to the westward is slightly longer and the currents there are stronger. For vessels bound south the track to pass the Paracels is a straight one and in length about 530 miles from Hongkong, and no difficulty is involved.

Vessels bound north from Singapore have to alter course when 620 miles distant from that port, and have then to shape course to pass the Paracels, then 420 miles distant. In this case there is ample scope for a low-powered vessel to be set sufficiently out of her course by currents to make the Paracels ahead. The lighting of the southern approach to the Paracels is therefore undoubtedly a desideratum. When, however, one comes to consider the means by which the lighting can be effected, what are practically insuperable difficulties are found to exist. The length that requires guarding is one of some 80 miles. To the extreme west is Triton Island, on which a light could be established at probably a not inordinate cost. To the extreme east is Bombay Reef, with no island associated with it and on which the erection of a light in that typhoon-infested locality would be an enormous engineering undertaking, costing an enormous sum.

Would a light on Triton Island be of any service? I am of opinion that it would not. It is on the side of the reef area which it is not customary to pass, and where the currents are strongest. The light would hardly have a range in excess of 20 miles. It would be improper for a vessel to attempt to make the light, i.e., to shape course to pass the reefs at a nearer distance than 40 miles, and the use of the light would therefore only be in respect to a vessel which happened to get into range by accident, and it would thus guard only some 20 miles of a danger length of 80 miles.

Further, I do not consider that a light there would cause full-powered vessels to pass to the westward of the Paracels, and as regards low-powered strangers, these are just those that would be inclined to attempt to make the light and thus incur a greater danger than would have existed in its absence. This despatch has been shown to the Engineer-in-chief who concurs with the opinion expressed therein.—Yours, etc., W. F. TYLER, Coast Inspector.

THE CHINESE BANK FAILURE AT SINGAPORE.

Mr. C. C. Dunman has been appointed receiver and manager of the affairs of the Kwong Yik Bank, which suspended payment recently, and is now having the accounts examined with a view to preparing a balance-sheet, which is expected to be ready for presentation to a meeting of shareholders on December 6th. It appears that during the run on the bank for the week preceding the suspension the withdrawals of cash amounted to $1,600,000. The directors are evidently confident of meeting their liabilities in full and being then in a position to reconstruct the business on a sounder basis. To facilitate the work of reconstruction the directors have approached Towkay Loke Yew, the well-known millionaire of Kuala Lumpur, and we understand that he will go into the accounts of the bank and also attend the meeting of shareholders on December 6th. —*Straits Times.*

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INDO-CHINA BRICKS. TILES. PIPES
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BEST FIRE BRICKS AND FIRE CLAY
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MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.
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YOU MAY REST ASSURED
that Beecham's Pills will be of great service to you if your stomach is out of order or your liver is sluggish. The conditions of life in these days are so strenuous that nearly everybody is at times, overtaken by various derangements of the digestive organs. Even the strongest and healthiest occasionally require a little corrective medicine. It is worth remembering that thousands of people have proved that
BEECHAM'S PILLS
speedily exert a curative effect upon the disturbed organs and restore them to their normal healthy state. This splendid preparation has a world-wide reputation for relieving the ailments arising from stomach and liver and kidney disorders, such as languor, depression, flatulence, constipation, biliousness, headache, etc. If you have any such symptoms, take Beecham's Pills and, depend upon it, they
WILL DO YOU GOOD.
Sold in boxes labelled price 9½d., 1/11½d. & 2/9.
23-2

SOUTH MANCHURIA RAILWAY CHANGES.

INTRODUCTION OF SECOND CLASS SLEEPING SERVICE.

We learn that the South Manchuria Railway Company commenced on November 1st a Second Class Sleeping Berth Service on its own express trains and the Manchuria-Chosen through express trains, which it operates in conjunction with the Chosen (Korean) Government Railways. These trains have hitherto been composed of first-class sleeping, dining, and day cars only, with drawing-rooms de luxe; and this innovation now makes it possible to travel second-class all the way from Shanghai or Tokyo to London in the shortest possible time and cheapest manner and with the greatest comfort and minimum time at sea.

Coincidentally with this new service, the first-class day cars were discontinued and the express extra fees were abolished. The only supplement now charged on all expresses, in addition to the fare, is the "Express Train Berth Free," which has been established according to mileage as follows:—

First Class.

Under 200 miles	adults Y 5.00	children	Y4.00
" 600 "	" Y 8.00	"	Y6.50
Over 600 "	" Y12.00	"	Y9.50

Second Class.

Under 200 miles	adults Y 3.00	children	Y2.50
" 600 "	" Y 5.00	"	Y4.00
Over 600 "	" Y 8.50	"	Y7.00

The first class fare remains the same for ordinary and express trains, a special "Express Train Second Class Fare" has been fixed for express trains, which is somewhat higher than the second class fare for ordinary trains, except on the Chosen section of the Manchuria-Chosen Express service, viz., from Antung to Fusan, where the second class fare remains the same for both ordinary and express trains.

The free baggage allowance remains the same, viz., 100 *kin* (or about 133 lbs.) for first class passengers and 60 *kin* (or about 80 lbs.) for second class passengers.

The method of charging for special accommodation, however, has been altered in favour of passengers. These charges are now as follow:—

Drawing Room (with two berths, one sofa, and lavatory): Three first class fares; three first class express train berth fees; and a mileage charge at the following rate—under 200 miles, Y5; under 600 miles, Y11; over 600 miles, Y14.

Exclusive use of first-class two-berth compartment or Pullman set of lower and upper berths: two first-class fares and two first-class express train berth fees.

Exclusive use of first-class four-berth compartment:—Four first-class fares and four first-class express train berth fees.

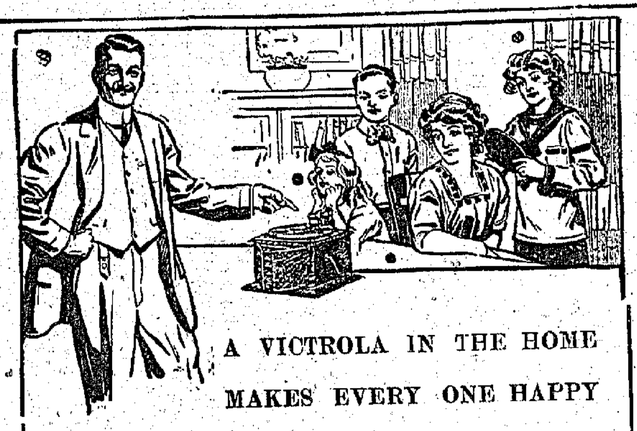
Exclusive use of Second Class Four-Berth Compartment:—Four express train second class fares and four second-class express train berth fees.

The Dining Car is open to first and second-class passengers alike without the slightest distinction in service or price, the same as on the Wagonlits trains.

THE CHINESE COMMERCIAL BANK AT SINGAPORE.

The first annual report of the board of directors to the shareholders of the Chinese Commercial Bank, Singapore, covering the year commencing December 2nd, 1912, and ending October 15th, 1913, states that, in spite of commercial depression and all the initial difficulties incidental to the commencement of work and the organisation of a proper staff, the bank has made, thanks to the public support, substantial profits amounting to $84,742.03; but in order to absolutely strengthen the position for the future, the directors advise placing $30,000 to general reserve, $10,000 as reserve for bad and doubtful debts, and carrying forward the remaining amount of $44,742.03. This result has been arrived at after writing off the whole of the preliminary expenses and the usual depreciations, and does not include the appreciation in the value of property purchased. Under the circumstances, the directors consider that the shareholders have much cause for congratulation on the result of the first year's working of the bank. The report is signed by Mr. Lee Choon Guan, chairman of directors, and was to be submitted at a general meeting on Friday last, at which was also to be considered a proposal to open a branch at Penang and to issue additional capital in connection therewith.—*Straits Times.*

THE NEW FRENCH REMEDY. No1 No2 No3
THERAPION price 2/9 leading Chemists, cures BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, FILES. SEND STAMP ADDRESS ENVELOPE FOR FREE BOOKLET TO DR. LE CLERC MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON, ENG. PARIS DEPOT: 12, RUE CASTIGLIONE. NEW YORK DEPOT: 90, BEEKMAN ST. TRY NEW DRAGEE (TASTELESS) FORM OF THERAPION A CURE FOR YOU EASY TO TAKE SAFE AND LASTING CURE.
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON REG. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS. 175



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It is a source of endless pleasure to the entire household.

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BANKS

THE BANK OF TAIWAN, LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital... ... ... Yen 10,000,000
Capital Subscribed (paid up) „ 6,250,000
Reserve Fund ... ... „ 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Anping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE,
3, DES VŒUX ROAD.
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [1272

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
£1,500,000 at 2/- —$15,000,000
Silver... ... ... $17,450,000
$32,450,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.
S. H. DODWELL, Esq.—Chairman.
Hon. Mr. D. LANDALE—Deputy Chairman.

G. Friesland, Esq.	J. A. Plummer, Esq.
E. Goetz, Esq.	W. L. Pattenden, Esq.
C. S. Gubbay, Esq.	H. A. Siebs, Esq.
P. H. Holyoak, Esq.	Hon. Mr. E. Shellim.
G. R. Lawrenz, Esq.	

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINISTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum
N. J. STABB,
Chief Manager.
Hongkong, 13th October, 1913. [18

NEDERLANDSCH-INDISCH HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,583)
Reserve Fund ..... Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.
G. VERMEY, Manager.
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913. [21

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,700,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.
A. S. HEWETT,
Acting Manager
Hongkong, 14th April, 1913. [133

INTERNATIONAL BANKING CORPORATION.
HEAD OFFICE:—60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay.	Kobe.
Calcutta.	Manila.
Canton.	Mexico.
Cebu.	Panama.
Colon.	Peking.
Empire.	San Francisco.
Hongkong.	Shanghai.
Hankow.	Yokohama.

CAPITAL AND SURPLUS Gold $7,200,000
equal £1,480,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.
9, Queen's Road.
Hongkong, 21st October, 1913. [1230

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed „ 1,125,000
Paid-up „ 562,500
Reserve Fund 415,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [878

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19

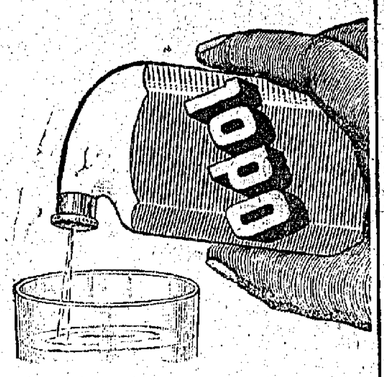
THE YOKOHAMA SPECIE BANK, LIMITED.

Authorised Capital ... ... Yen 48,000,000
Paid-up Capital... ... ... „ 30,000,000
Reserve Fund ... ... „ 18,550,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

Antung-Hsin	Liao-Yang	Ryojun (Port Arthur)
Calcutta	London	San Francisco
Bombay	Los Angeles	Shanghai
Changchun	Lyons	Tiehling
Dairen (Dalny)	Nagasaki	Tientsin
Fengtien (Mukden)	Newchwang	Tokyo
Hankow	New York	
Harbin	Osaka	
Honolulu	Peking	
Kobe		

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.
EISHI ONO,
Manager.
Hongkong, 30th September, 1913. [464



The regular use of Odol is an absolute boon to the mouth and teeth. The processes of decomposition in the mouth, which produce all dental troubles, are immediately arrested, and after each rinsing with Odol an exhilarating sense of freshness in the mouth is felt.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 15th November, at 2 p.m., and may be expected here on or about the 8th December.

The E. & A. str. *Eastern*, from Sydney, etc., left Port Darwin (via Manila), for this port on the 1st December, and may be expected to arrive here on or about 13th December.

The N.Y.K. str. *Tango Maru* (Australian Line) left Sydney for this port via ports on the 26th November, and is expected here on the 15th December, a.m.

THE ENGLISH MAIL.

The P. & O. str. *Delta* left Singapore for this port on the 30th November, at 8 a.m., with the outward English mails, and is due here on the 5th December, at about 7 a.m.

MERCHANT STEAMERS.

The N.Y.K. str. *Tottori Maru* (European Line) left Singapore for this port on the 26th November, and is expected here on the 2nd December, a.m.

The H.A.L. str. *Emden* left Singapore on the 27th November, a.m., and may be expected here on or about the 2nd December, p.m.

The H.A.L. str. *Segovia* left Shanghai on the 29th November, a.m., and may be expected here on or about the 2nd December, p.m.

The N.Y.K. str. *Hitachi Maru* (European Line) left Colombo for this port via Singapore on the 20th November, and is expected here on the 3rd December.

The Ben Line str. *Bencleuch*, from Leith, Middlesbro', and London, left Singapore for this port on the 28th November, and may be expected to arrive here on or about 5th December.

The N.Y.K. str. *Kawachi Maru* (Bombay Line) left Bombay for this port via Singapore on the 18th November, and is expected here on the 6th December.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Calcutta for this port via ports on the 18th November, and is expected here on the 7th December.

The N.Y.K. str. *Miyasaki Maru* (European Line) left London for this port via ports on the 8th November, and is expected here on the 17th December.

The Swedish East Asiatic Co.'s str. *Ceylon* left Port Said on the 21st November, and is expected to arrive here on or about the 17th December.

The N.Y.K. str. *Kitano Maru* (European Line) left London for this port via ports on the 22nd November, and is expected here on the 31st December.

The American and Manchurian Line str. *Kandahar* left New York on the 25th October, and is due here on or about the 15th December.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Esang, from Weihaiwei, is due in Hongkong 3rd December.
Chunsang, from Sourabaya, is due in Hongkong 4th December.
Wingsang, from Shanghai, is due in Hongkong 5th December.

SHIRE LINE, LIMITED.

Merionethshire, from London, is due in Hongkong 18th December.
Solveig, from Seattle, is due in Hongkong 11th December.
Monadnock, from Seattle, is due in Hongkong 11th December.
Monmouthshire, passed Canal, is due in Hongkong 27th December.
Den of Glamis, from Seattle, is due in Hongkong 28th December.

PASSED THE CANAL.

October 17th—*Benvenue, Furst Bulow.*

October 24th—*Calchas, Annam, Yorck, Brodvale.*

October 31st—*Agamemnon, Perseus.*

November 4th—*Bencleuch, Canton, China, Africa, Goldenfels.*

November 7th—*Ping Suey, Polynesien, Satsuma, Baron Balfour.*

November 11th—*Hitachi Maru, Keemun.*

November 14th—*Indien, Nile, Afghan Prince.*

November 18th—*Benlawers, Borneo, China, Ghazee, Liberia, Sachsen, Merionethshire.*

November 21st—*Bulow, Ceylon, Derfflinger, Silesia, Paul Lecat.*

November 25th—*Lennox, Miyasaki Maru, Monmouthshire, Ningchow, Oanfa, Syria, Radnorshire.*

November 28th—*Austria, Benvorlich, Peleus, Ellen Rickmers, Idomeneus, Theseus, Atlantique, Nankin.*

NEW BUILDINGS IN SHANGHAI.

A SKYSCRAPER FOR THE UNION INSURANCE SOCIETY.

The *N.-C. Daily News* of the 26th ult. publishes an illustration and full description of the handsome new offices which are being built in Shanghai for the Union Insurance Society. Our contemporary says:—

The present year has seen a start in the construction of many notable buildings in Shanghai. Of these one or two are now nearing completion, but in the case of others it will probably be fully another year before they arrive at such a stage, and perhaps the latter are the more interesting to the general public. Of late years much has been done in adding to the dignity of The Bund by the erection of handsome buildings fronting it, and while the structural alterations in progress in the Settlement are by no means confined to the river frontage, it is really there that their full glory is in evidence.

In course of time the different buildings will be dealt with in these columns, and the present article is devoted to the new offices and structure of the Union Insurance Society of Canton, which some time ago acquired the property at the corner of The Bund and Canton Road, just north of the Shanghai Club. The present interest in the work arises largely from the fact that the type of construction constitutes an innovation locally, and it is only natural that much attention should have been given to it of late weeks. Much has been written from time to time about the skyscrapers of New York, and more recently about the new Woolworth building with its fifty-five storeys and total height of 785-ft., so that it is worthy of note that the same type of construction, viz., skeleton steel framework, is making its appearance here, although the Union building will be of very modest dimensions compared with many of the gigantic New York structures.

The building now in course of construction, which has been designed by Messrs. Palmer & Turner, will rank as one of the tallest buildings in the Settlement. It will have a frontage of about 100-ft. to The Bund and about 200ft. to Canton Road; it will be six storeys in height, that is, about 105-ft., with a tower at the junction of the two roads 150-ft. in height.

THE AGE OF MARRIAGE IN JAPAN.

At what age do most of the Japanese marry? The Civil Code sanctions men and women marrying at 17 and 15 respectively. According to statistics filed by the Department of Home Affairs, there are about 200 girls who marry at the age of 15 every year, 7,000 at 16, and the number suddenly increases to nearly 40,000 at the age of 20. Looking over the statistiss of 1910, there are 47,536 girls marrying at 21 years old, and 45,221 girls at 22. From 22 years the number declines, and it may be safely asserted that the majority of girls marry at the age of 21.

As to men, in the same statistics, there are about 20 or 30 who married at the age of 15; and about 4,000 at 17, the legal age. The largest number is 36,401 at 26, and from 26 the number becomes less each year. It may safely be said, therefore, that most men marry at 26.

It is to be noticed that while the average age of marriage for girls increases by leaping up to the age of 21, and decreases with equal rapidity, thereafter the rate for men marrying does not show any similar tendency in either direction. Against the 18,000 men marrying at 30 or thereabouts there are only 8,000 women who marry at about the same period. At the 40th year period there are 3,700 men against 1,600; at the 50th year period 1,200 men and 400 women, and at the 60th year period 450 men and 120 women.

The law, while it fixes the legal marriage age of men and women, does not limit the final age legal to marry. In the said statistic, in 1910 95 men and 13 women married at the age of 60, 99 men and 28 women at 65 years, and 168 men and 20 women at the age of 67, 51 years after they had seen their days of "sweet sixteen." We may infer from these facts that man can never get rid of the marrying proponsity till he is dead.—*Japan Mail.*

SECOND-CLASS LINERS.

FOUR AMERICAN SHIPS ABANDON SALOON PASSENGERS.

Four well-known American liners, the *St. Louis, St. Paul, New York*, and *Philadelphia*, in their time amongst the crack boats on the Western ocean, will no longer carry saloon passengers. By the official decree of the company they were to be relegated to the position of "second-class boats" after November 8th. These four liners were once the pride of the United States, and were the first Atlantic liners ever turned out from the other side. They were built at Philadelphia eighteen years ago, and have a tonnage over 10,000. The great advance in size and speed of the modern liners has caused travellers to look with less favour upon these "seven-day boats." The reason for the fall from grace of the four liners was explained to a Press representative by an official of the American Line.

"It will really pay us better," he said, "to run these boats with only two classes of passengers—second and third—than to have the whole of their first-class space empty. Saloon passengers nowadays want bigger ships and the result is that the saloon space on the latest leviathans is generally crowded out, while the older but equally comfortable boats are invariably neglected by those with whom they used to be favourites. Therefore, as the boats must continue in service, we have to bow to the inevitable, but now second-class passengers will have the benefit of first-class accommodation."

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SITHONIA,"

Captain H. Eckhern, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Dec. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd Dec., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Kong Ring" from Christiania.
Ex s.s. "Halmstad" from Halmstad.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 26th November, 1913. [1374

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIG,"

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Dec. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th Dec., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Dec., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th November, 1913. [1369

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th Dec. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 4th Dec., at 9.30 A.M.

All Claims must reach us before the 11th Dec., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 27th November, 1913. [4

FROM PORTLAND (OR.) AND PUGET SOUND PORTS.

THE H.A.L. Steamship

"UCKERMARK,"

Captain Rohde, having arrived, Consignees are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, 2nd Dec., at NOON, will be landed at Consignee's risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf & Godown Co's. Godowns.

Cargo remaining undelivered on 8th Dec., at NOON, will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo to be left on board or in the Godown; the examination of same to be held on MONDAY, 8th Dec., at 10 A.M.

Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of H.A.L.

All Claims must be filed on or before the 15th Dec., otherwise they will not be recognised.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th November, 1913. [1376

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "SHINYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Company's Godown at West Point, whence delivery may be obtained.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Godown, and all Goods remaining undelivered on the 6th Dec. will be subject to storage charges.

All chafed and otherwise damaged Cargo to be left in the Godown, and examination of same to be held on the 6th Dec., at 10 A.M.

All Claims must be filed on or before 13th Dec., otherwise they will not be recognised.

S. MORIMOTO,
Agent.
Hongkong, 29th November, 1913. [1383

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANDIA,"

Arrived Hongkong on 28th November, 1913, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 28th November, 1913. [1

NOTICE TO CONSIGNEES.

S.S. "KOREA,"

FROM SAN FRANCISCO VIA JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived Consignees of Cargo are hereby notified to send in their Bills-of-Lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board TUESDAY, 2nd Dec., at NOON, will be landed at Consignees' risk and expense.

Cargo remaining undelivered SATURDAY, 6th Dec., at NOON, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown FRIDAY, 5th Dec., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 29th Dec., otherwise they will not be recognized.

R. C. MORTON,
Agent.
Hongkong, 29th November, 1913. [32

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, IMMINGHAM, LONDON AND SINGAPORE.

THE Steamship

"GLENSTRAE,"

Captain Jas. McGillivray, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 5th Dec., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Dec. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 29th November, 1913. [1384

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA,"

Arrived Hongkong on 29th November, 1913, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 29th November, 1913. [1

HONGKONG TIDE TABLE.

From 2nd to 8th December, 1913.

Days of Week	Days of Month	High Water H'kong. Mean Time.	High Water Height	Low Water H'kong. Mean Time.	Low Water Height
		h. m.	ft. in.	h. m.	ft. in.
Tues.	2	2 33 a	4 4	m 6 43	1 3
		11 16 a	7 7	4 18 a	4 3
Wed.	3	No infer.	high-water	nor low-water	
		11 58 a	7 2	m 7 36	1 6
				m 8 32	2 0
Thurs.	4	No infer.	high-water	nor low-water	
		m 0 47	6 6	m 9 29	2 3
Fri.	5	No infer.	high-water	nor low-water	
		m 1 54	6 0	m 10 24	2 5
		5 54 a	5 2	10 30 a	4 9
Satur.	6	m 3 49	5 5	m 11 12	2 7
		6 8 a	5 6		
Sun.	7	m 5 15	5 2	m 0 1	4 4
		6 21 a	5 9	m 11 49	2 9
Mon.	8				

WEATHER REPORT.

On the 1st at 11.00 a.m.—The anti-cyclone is now central to the north of Hokkaido.

A depression lies between Guam and the Bonins.

Pressure has decreased moderately along the coast of China, north of Foochow. It is nearly stationary in the south.

The monsoon will be moderate to the north of Foochow and fresh over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
* Hongkong & Neighbourhood	
Formosa Channel	N.E. gale, moderating.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan...	The same as No. 1.

* N.E. winds, moderate; fair.

CHINA COAST METEOROLOGICAL REGISTER.

1st DECEMBER, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock ...	7 a.	30.57	32	10	SE	3	b
Nemuro	6 a.	30.71	—	—	W	1	—
Hakodate	„	30.68	—	—	N	1	—
Tokio	„	30.54	—	—	NW	3	—
Kochi	„	30.27	—	—	SW	1	—
Nagasaki	„	30.31	—	—	ENE	1	—
Kagoshima ...	„	30.17	—	—	ENE	2	—
Oshima	„	30.10	—	—	NE	1	—
Naha	„	30.09	—	—	E	1	—
Ishi'jma	„	30.09	—	—	ENE	4	—
Bonin Is.	„	29.87	—	—	—	3	—
Chefoo	„	—	—	—	—	—	—
Weihaiwei ...	„	30.43	34	90	—	0	bc
Hankow	„	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—
Kiukiang	„	—	—	—	—	—	—
Changsha	„	—	—	—	—	—	—
Shanghai	„	30.33	43	—	NNW	2	c
Gutzlaff	„	30.24	48	—	NNW	5	cv
Sharp Peak ...	7 a.	30.16	58	—	N	1	c
Amoy	6 a.	30.19	60	71	NE	4	c
Swatow	„	30.18	60	94	N	1	c
Taihoku	5 a.	30.21	—	—	—	0	—
Taichu	„	30.13	—	—	N	2	—
Tainan	„	30.13	—	—	NE	4	—
Koshun	„	30.09	—	—	NW	4	—
Pescadores ...	„	30.12	—	—	NE	10	—
Canton	6 a.	30.27	52	79	N.	2	c
Hongkong ...	6 a.	30.22	60	70	N	1	c
Gap Rock	„	30.20	—	—	NNE	4	c
Macao	„	30.20	56	—	NNW	1	c
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phulien	6 a.	30.15	63	—	ENE	3	c
Tourane.....	„	30.02	72	—	NE	7	c
Cape St. James	„	29.97	73	—	NNE	2	b
Aparri	„	30.00	74	—	N NE	1	b
Manila	„	29.95	71	—	NE	1	b
Legaspi	„	29.93	78	—	—	0	b
Baguio	9 a.	30.05	64	—	NE	1	b
Iloilo	„	—	—	—	NW	2	b
Cebu	„	29.94	85	—	E	2	c
Labuan	„	29.96	81	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 1st

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.19	30.22	30.12
Temperature ...	65	60	68
Humidity..... ...	55	70	56
Wind Direction ...	ESE	North	East
„ Force	1	1	2
Weather	c	o	b
Rain	—	0.00	—

Highest open air Temperature on 30th... 67
Lowest open air Temperature on 30th... 57

VISITORS AT HOTEL.

HONGKONG HOTEL.

Mr J. M. Aaron
Mr E. S. Abraham
Mr & Mrs F. Adams
Mr & Mrs P. Ahlefeld
Mr & Mrs H. L. Alexander
Mr J. S. Allan
Mr J. Allen
Mr W. Anderson
Mr & Mrs Bacon
Mr & Mrs C. Baronsfeather
Mrs Baronsfeather
Mr E. R. Bate
Mr E. W. Bauckham
Miss M. S. Beale
Mr G. A. Benn
Mr F. H. Berends
Mr & Mrs H. Biglow
Mr & Mrs G. O. Blacker
Comdr. H. C. R. Boucher, R.N.
Miss J. G. Bowman
Mr S. M. Brown
Miss W. W. Brown
Miss M. Brown
Miss H. Brown
Mr F. Bumann
Miss C. A. Burnham
Mr F. Campas
Mr J. E. Caddger
Mrs J. H. Cavanough
Mr C. E. Chubb
Mr W. E. Clarke
Mr S. Clark
Mrs C. C. Clay
Mr W. E. Clayton
Mr A. J. Cambridge
Miss D'Almada Castro
Master D'Almada Castro
Mr & Mrs F. X. D'Almada Castro
Mr F. T. Chapple
Mr & Mrs Cogan
Dr A. L. E. F. Coleman
Mr A. N. Coles
Mr & Mrs J. Combe
Miss I. Combe
Mr G. P. Curry
Mr C. H. Davis
Mr & Mrs Derteano and 2 children
Mr & Mrs J. L. Dobbins
Mrs Cottrell Dormer
Mrs R. H. Douglas
Miss Durbin
Mr J. Duncan
Mr W. Druscher
Mr & Mrs H. C. Ehrenfels
Mr E. Esdale
Mr G. H. Evan
Mr A. E. Fearnley
Mr W. E. Fischer
Mr V. K. Fongner
Mrs J. M. Forbes
Dr & Mrs Forsyth
Mr L. B. Frank
Mr Denman Fuller
Mr A. Gallotti
Mr H. Gawer
Mr P. J. Garioche
Mr & Mrs I. H. Geare
Miss N. Gibbons
Mr H. Goecke
Mr E. F. Goff
Mr A. G. Gordon
Mr I. Gourgey
Mr V. Goulbourn
Mr & Mrs J. Gould
Mr P. O. de Grisogono
Mr & Mrs M. Guedes
Mr C. Z. Haesloop
Mr A. A. Hagerman
Mr P. C. Hall
Capt T. P. Hall
Mr & Mrs M. A. Hall
Mr & Mrs W. A. Hannibal
Mr A. Hanson
Mr W. T. Harbord
Mr J. Scott Harston
Mr A. Harrison
Mr G. A. Harvey
Mrs Harvey
Hon Mr E. A. Hewett C.M.G.
Mr J. G. Hebble
Mr W. B. Hind
Mr W. H. Hobbs
Mrs H. P. Hook
Mr W. J. Hollier
Mr & Mrs Hopkins
Major G. R. Hooper
Mr A. J. Israel
Mr M. Jebsen
Miss E. H. Johnson
Miss Mary Keck
Mrs Keck
Mr H. W. Kelley
Mr W. B. Knapp
Mrs Killick
Miss Killick
Mr S. R. Kirkness
Mr M. Kissane
Mr Albert Kopp
Mr A. Kruseman
Mr F. Kulka
Miss Law
Mr & Mrs Hulme Lever
Sir William Lever
Mr G. T. Lloyd
Mr W. Logan
Mr G. F. Luke
Mr J. A. Macanlay
Mr C. E. Martyn
Mr G. F. Marshall
Mr C. Farebrother Mason
Miss M. Matheson
Mrs R. T. Matheson
Mr W. H. Marks
Miss Marr
Dr O. Marriott
Dr G. W. Mackean
Mr F. P. Marques
Mr & Mrs G. Martin
Miss Martin
Mrs H. R. MacArthur
Mrs McGee
Mr & Mrs McGowan and 2 children
Mrs Macull
Mr F. A. MacKintosh
Capt & Mrs L. Molinglen
Mr & Mrs C. F. McWilliams and Japanese maid
Miss McWilliams
Mr J. Mock
Mr B. K. Mehta
Miss D. Mellis
Mr J. Merecki
Miss C. Merz
Mr P. Meyer
Mr & Mrs C. Meurer
Miss Molley
Mr J. Morris
Mrs J. D. F. Mülder
Mr J. D. F. Mülder
Mr & Mrs D. Munton
Mr J. Napier
Mr E. Neurand
Miss G. O'Leary
Mr J. Ormiston
Mr T. W. Osgood
Mr J. C. Oswald
Mr W. T. Payne
Mr L. F. Payne
Mr J. Peroy
Mr A. Petersen
Mr F. P. G. Pierson
Mr & Mrs W. T. Pitkin
Major & Mrs P. E. Pierce
Mr R. de Previllo
Mrs Prescott
Mr & Mrs W. H. De Prez
Mr W. J. Pringle
Mr & Mrs Quin
Mr & Mrs J. Quin
Mrs R. O. Babbitt
Miss Raymond
Mr E. H. Ray
Mr E. M. Raymond
Mr J. E. Raymond
Mr B. Raworth
Miss F. Reay
Mr C. Reich
Mr C. W. Reves
Mr & Mrs J. Reynolds
Mr & Mrs W. Ricketts
Mr M. de la Rochi
Mrs J. F. Robinson
Mr R. G. Ross
Mrs Rutherford
Mr W. Schnolke
Mrs Schenk
Mr W. Shaw
Dr Sheldon
Mr E. T. Singer
Mr & Mrs C. S. Seitz
Mr & Mrs E. E. Smith
Mr A. Scabstsky
Mr C. S. Spayen
Miss E. Springer
Miss A Square
Mr & Mrs W. L. Stanley
Mrs Stirling
Mr R. Sutherland
Miss G. Thompson
Mr A. Thomson
Mr L. A. Train
Mr T. L. Turner
Mr A. A. Tyfe
Miss V. Bommel Vloten
Miss H. Bommel Vloten
Mr W. R. Walker
Mr Miles R. Walker
Capt H. A. Walker
Mr & Mrs W. R. Walter
Mr H. Watkins
Mr H. C. van Weeren
Mr A. Weill
Mr A. West
Mr & Mrs C. Waterman
Mr F. W. White
Mr H. S. G. Wilding
Mr G. G. Wood
Mr & Mrs L. R. Yangoo
Mr F. Yeatley

PEAK HOTEL.

Lieut Archer, R.A.M.C.
Mr & Mrs W. Armstrong
Mr T. Arthur
Mr E. F. Ancott
Mr & Mrs. W. C. Barrett and child
Mr & Mrs C. D. J. Bell
Fleet Surgeon & Mrs Bernard, R.N.
Mr & Mrs Beyer
Major & Mrs Bowan
Mrs Bowdler
Hon Mr & Mrs Bucknill, child & maid
Mr & Mrs W. A. Butterfield and children
Mr M. Cary
Mr & Mrs Currie
Mr Davison
Major Davy
Mr & Mrs Doyle
Mr & Mrs Dobbie
Major Dorgan
Capt & Mrs Evans, maid and child
Major Faichine
Mrs Fingalson and child
Mr & Mrs Flanagan
Mr & Mrs A. Gibson
Lt.-Col. Gordon Hall, R.A.M.C.
Mr & Mrs B. A. Hale
Mr H. Hancock
Mr F. A. Haseland
Capt & Mrs Hodgins
Mrs Hoobrender and child
Mr & Mrs I. Owen Hughes and child
Mr & Mrs W. G. Humphreys
Major & Mrs Humphreys
Miss Humphrey
Rev & Mrs Cooper Hunter
Lt.-Col. H. W. Iles R.G.A.
Mr Lee Jones
Miss Keith
Mr A. Keith
Mr & Mrs Longmire
Dr Macfarlane
Maj. & Mrs McMunn children & nurse
Mr McNulty
Major & Mrs Norris maid and child
Mr & Mrs E. N. Mitchelmore and child
Rev. Copley Moyle
Col. & Mrs O'Hara and children
Mr Parr
Mr T. L. Perkins
Mr J. I. Plummer
Mr Powell
Lt-Col. Radcliffe, R.E.
Mr & Mrs T. Parker Rees
Mr F. L. Relton
Eng.-Comdr. Roome
Lt & Mrs Sharp, R.N.
Major Simons
Mr A. Sinclair
Mr C. Skott
Mr A. Findlay Smith
Lt.-Col. & Mrs. Usher Smith
Mr & Mrs Soffieti
Mr & Mrs G. E. Stewart and children
Capt & Mrs Stericker nurse and child
Mr N. C. Walker
Capt Whitefield
Mr David Wood

KING EDWARD HOTEL.

Mr F. J. Cargill
Mr H. Clegg
Dr F. X. Costello
Mr W. Donaldson
Mrs Foy
Mr & Mrs F. E. McHugh
Mr T. Inokuchi
Mr J. Joseph
Mr & Mrs Katewinkel
Capt Keith
Mr & Mrs Kraft
Mr M. F Murray
Capt & Mrs Gardner
Mr Geo. Grimble
Mr & Mrs Lemaire and child
Mr & Mrs C. Lauritsen
Mr & Mrs Manners
Mr & Mrs J. H. N Mody
Mr P. Nanninga
Mr A. P. Nobbs
Capt & Mrs Passmore
Mr M. Roos
Mr P. B. Rowley
Mr H. S. Spurge
Capt & Mrs A. K. Stewart and children
Mr K. Tame
Mr Walker
Mr H. I. Westphal
Mr K Yamada

GRAND HOTEL.

Mr & Mrs Allan
Mr Amisfodt
Mr W. E. Bird
Mr & Mrs A. B. Crew
Dr Keyt
Mr Feason
Mrs Forsyth
Mr O Freese
Mr C. Frenck
Mrs Fredenhall
Mr & Mrs Hancock
Miss Harwood
Mr Hayler
Mr C. G. King
Capt J. S. Lewingdon
Mr F. Lorria
Miss Newhaven
Mr Morsh
Capt Pollard
Miss Poole
Mr Rayne
Miss Reilly
Mr A. H. Sayce
Miss Saunders
Mrs Smith
Mr Stockweth
Mr C. Weismann

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE,"

Captain G. J. Coldwell, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 6th December, 1913, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s S.S. "MONGOLIA," from Colombo; passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the S.S. "PERSIA," due in London on the 17th January, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th November, 1913. [1

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.
FOR BOSTON AND NEW YORK.
S.S. "MUNCASTER CASTLE"
On or about 6th Dec.

For Freight and further information, apply to—

DODWELL & Co., LTD.,
Agents.

Hongkong, 1st December, 1913. [1316

GLEN LINE (McGREGOR, GOW & CO.), LTD.

THE Steamship

"GLENLOCHY" (Capt. E. J. STALLARD), FOR GLASGOW, ROTTERDAM AND ANTWERP.

This Steamer will be despatched for the above Ports on 7th December.

These Vessels have excellent accommodation for a few Saloon Passengers, all Cabins are Amidships, and the Steamers fitted with Electric Light and Fans in every cabin.

Attention is particularly directed to the Moderate Rates charged, viz.:—
Saloon Passage, HONGKONG to LONDON, GLASGOW, ANTWERP, or ROTTERDAM, £40.

For freight or passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 2nd December, 1913. [1229

HONGKONG—NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRA" .....On or about 13th Dec.

For Freight and further information apply to—

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 20th November, 1913. [1341

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS, A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, $12 per annum. Postage $2 to any part of the World.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	On 6th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA	Brit. str.	—	C. E. Irving, R.N.R.	P. & O. S. N. Co.	About 10th inst.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—	...	JARDINE, MATHESON & Co., LD.	On 28th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	UCHEMARK	Ger. str.	k. w.	Rohde	HAMBURG-AMERIKA LINIE	On 4th inst.
MARSEILLES, BREMEN & HAMBURG, &c.	WESTPHALIA	Ger. str.	k. w.	Cornelissen	HAMBURG-AMERIKA LINIE	On 5th inst.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	AMAZONE	Fren. str.	—	Costa	MESSAGERIES MARITIMES	To-day.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	MISHIMA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
HAVRE, BREMEN & HAMBURG, &c.	SEGOVIA	Ger. str.	k. w.	Buch	HAMBURG-AMERIKA LINIE	To-day.
HAVRE, EMDEN & HAMBURG, &c.	ISTRIA	Ger. str.	k. w.	Kirchhoff	HAMBURG-AMERIKA LINIE	On 20th inst.
ROTTERDAM, EMDEN & HAMBURG, &c.	SAMBIA	Ger. str.	k. w.	Hesselmann	HAMBURG-AMERIKA LINIE	To-day.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASILIA	Ger. str.	k. w.	Deinat	HAMBURG-AMERIKA LINIE	On 15th inst.
GLASGOW, ROTTERDAM & ANTWERP	GLENLOCHY	Brit. str.	—	E. J. Stallard	SHEWAN, TOMES & Co.	On 7th inst.
COPENHAGEN, GOTHENBURG & BALTIC PORTS	CEYLON	Swed. str.	—	...	ARTHUR NILSSON & Co.	About 15th Jan.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Jap. str.	—	Noma	NIPPON YUSEN KAISHA	To-day, at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	J. Kanao	OSAKA SHOSEN KAISHA	On 10th inst., at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND.	MERIONETHSHIRE	Brit. str.	—	...	JARDINE, MATHESON & Co., LD.	On 23rd inst.
VICTORIA, B.C., & TACOMA VIA JAPAN, &c.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 25th inst., at 1 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	YORCK	Ger. str.	—	F. Loeser	MELCHERS & Co.	On 10th inst., at 10 A.M.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Aus. str.	—	...	SANDER, WIELER & Co.	On 15th inst., at 4 P.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &c.,	E. F. FERINDAND	Aus. str.	—	...	SANDER, WIELER & Co.	About 31st inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDEA	Am. str.	—	...	SHEWAN, TOMES & Co.	About 13th inst.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	...	DODWELL & Co. LTD.	About 6th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF ASIA	Brit. str.	2 m.	...	CANADIAN PACIFIC R. Co.	On 4th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	...	CANADIAN PACIFIC R. Co.	On 15th Jan., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	H. S. Smith	TOYO KAISEN KAISHA	On 4th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	...	PACIFIC MAIL S.S. Co.	On 9th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SIBERIA	Am. str.	—	...	PACIFIC MAIL S.S. Co.	On 16th inst., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	...	GIBB, LIVINGSTON & Co.	On 11th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	On 27th inst., at 9 A.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANYO MARU	Jap. str.	—	...	TOYO KISEN KAISHA	On 10th inst., at Noon.
JAPAN	TJIPANAS	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
KOBE	RANGOON MARU	Jap. str.	—	Date	NIPPON YUSEN KAISHA	To-day.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 4th inst., at 11 A.M.
KOBE	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	About 9th inst.
YOKOHAMA, KOBE & MOJI	DUNBRA	Brit. str.	—	J. R. O'Sullivan	DAVID SASSOON & Co., LTD.	To-morrow, at Daylight.
YOKOHAMA, KOBE & MOJI	YATSHING	Brit. str.	—	R. Y. Anderson	JARDINE, MATHESON & Co., LD.	On 29th inst., at Noon.
YOKOHAMA & KOBE VIA SHANGHAI	CHINA	Aus. str.	—	...	SANDER, WIELER & Co.	About 1st Jan.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	Yoshikawa	NIPPON YUSEN KAISHA	On 17th inst., at 11 A.M.
TIENTSIN	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	To-morrow, at Daylight.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CANTON	Swed. str.	—	...	ARTHUR NILSSON & Co.	To-day.
SHANGHAI, KOBE & YOKOHAMA	EMDEN	Ger. str.	k. w.	...	HAMBURG-AMERIKA LINIE	To-day.
SHANGHAI	CHOYSANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., LD.	On 4th inst., at Noon.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathral	BUTTERFIELD & SWIRE	On 4th inst., at 4 P.M.
SHANGHAI & TSINGTAU	PAOTING	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	On 6th inst., at M'night.
SHANGHAI	DELTA	Brit. str.	—	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	About 6th inst.
SHANGHAI	ESANG	Brit. str.	—	...	JARDINE, MATHESON & Co., LD.	On 7th inst., at D'light.
SHANGHAI	WINGSANG	Brit. str.	—	J. H. Lishman	JARDINE, MATHESON & Co., LD.	On 9th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	TOSA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 9th inst.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. R. Harris	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	BUELOW	Ger. str.	—	C. Nahrath	MELCHERS & Co.	About 11th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BORNEO	Brit. str.	—	P. S. Ram, R.N.R.	P. & O. S. N. Co.	About 14th inst.
SHANGHAI, KOBE & YOKOHAMA	PAUL LECAT	Fren. str.	—	Lancelin	MESSAGERIES MARITIMES	On 15th inst.
SHANGHAI, KOBE & MOJI	NAMSANG	Brit. str.	—	P. M. B. Lake	JARDINE, MATHESON & Co., LD.	On 16th inst., at D'light.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CEYLON	Swed. str.	—	...	ARTHUR NILSSON & Co.	On 17th inst.
SHANGHAI	KOBEBEE	Aus. str.	—	...	SANDER, WIELER & Co.	On 2nd Jan., at 6 A.M.
SHANGHAI	TJIBODAS	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSEN KAISHA	On 10th inst., at 8 A.M.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	To-morrow, at Noon.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	On 7th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS, LAPRAIK & Co.	To-day, at 11 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS, LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS, LAPRAIK & Co.	On 5th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS, LAPRAIK & Co.	On 9th inst., at 11 A.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA, MANGARIN, CEBU & ILOILO	RUBI	Am. str.	—	J. Miller	SHEWAN, TOMES & Co.	To-morrow, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 6th inst., at 2 P.M.
MANILA	YUENSANG	Brit. str.	—	Jarrett	JARDINE, MATHESON & Co., LD.	On 13th inst., at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Am. str.	—	F. S. McMurray	SHEWAN, TOMES & Co.	On 13th inst., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIMAHI	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	KAMAKURA MARU	Jap. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 8th inst.
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	LUZON MARU	Jap. str.	—	K Sukawa	OSAKA SHOSEN KAISHA	On 10th inst., A.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	To-morrow, at 2 P.M.
SINGAPORE, PENANG, & CALCUTTA	TOBILLA	Brit. str.	—	C. J. Swanson, R.N.R.	DAVID SASSOON Co., LTD.	On 6th inst.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., LD.	On 18th inst., at Noon.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—	J. Koehler	MELCHERS & Co.	To-day, at 9 A.M.
HOIHOW & HAIPHONG	KAIFONG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SANDAKAN	HINSANG	Brit. str.	—	...	JARDINE, MATHESON & Co., LD.	On 4th inst., at Noon.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL	
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	St. John N.B.	Liverpool
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive
EMPRESS OF ASIA	Thurs. 4 Dec.	7 Dec.	8 Dec.	10 Dec.	12 Dec.	21 Dec.	27 Dec.	3 Jan.
EMPRESS OF JAPAN	Thurs. 18 Dec.	21 Dec.	23 Dec.	25 Dec.	27 Dec.	8 Jan.	14 Jan.	21 Jan.
EMPRESS OF RUSSIA	Thurs. 1 Jan.	4 Jan.	5 Jan.	7 Jan.	9 Jan.	18 Jan.	24 Jan.	31 Jan.
MONTEAGLE	Thurs. 15 Jan.	18 Jan.	Moji 20 Jan.	22 Jan.	25 Jan.	8 Feb.	14 Feb.	21 Feb.
EMPRESS OF INDIA	Thurs. 5 Feb.	8 Feb.	N'saki 10 Feb.	12 Feb.	14 Feb.	26 Feb.	4 Mar.	11 Mar.

FROM L'POOL		FROM VANCOUVER						
Liverpool	St. John, N.B.	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
7 Nov.	14 Nov.	EMPRESS OF JAPAN	19 Nov.	3 Dec.	4 Dec.	6 Dec.	8 Dec.	11 Dec.
21 Nov.	28 Nov.	EMPRESS OF RUSSIA	4 Dec.	15 Dec.	16 Dec.	18 Dec.	20 Dec.	23 Dec.
—	—	MONTEAGLE	11 Dec.	27 Dec.	30 Dec.	Moji 1 Jan.	4 Jan.	7 Jan.
6 Dec.	13 Dec.	EMPRESS OF INDIA	18 Dec.	1 Jan.	2 Jan.	N'saki 4 Jan.	6 Jan.	9 Jan.
		EMPRESS OF ASIA						

PASSAGE RATES—HONGKONG TO LONDON.

		VIA ST. JOHN, N.B.	VIA NEW YORK.
EMPRESS OF RUSSIA EMPRESS OF ASIA EMPRESS OF INDIA EMPRESS OF JAPAN MONTEAGLE	Meals and Sleeping	£71.10	£71.10
	Car Berth across Canada £8 additional.	£65 —	£65 —
		£43 —	£45 —

Hour of Departure—All Steamers sail from Hongkong at NOON.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

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THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

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GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

743]

SHIPPING

ARRIVALS.

AFRICA, Austrian str., 4,735, N. Ivancich, 1st December—Trieste 30th October, General.—Sander, Wieler & Co.

AMAZONE, French str., 2,058, Costa, 1st December—Shanghai 28th November, General.—Messageries Maritimes.

CHINGCHOW, British str., 1,195, Doyle, 30th November—Kwang Yen 28th November, Cement Stone.—Shewan, Tomes & Co.

CHOYSANG, British str., 1,242, Courtney, 1st December—Swatow 30th November, General.—Jardine, Matheson & Co.

ELSBETH, German str., 991, Bing, 1st December—Hoihow 30th November, General.—Jebsen & Co.

GLENTURRET, British str., 3,626, Webster, 1st December—Shanghai 28th November, General.—Shewan, Tomes & Co.

HUE, French str., 910, A. Cornelinssen, 1st December—Kwang-chow-wan 30th November, General.—A. R. Marty.

KAFUE, British str., 2,953, ————, 1st December—Colombo 15th November, Case Oil.—Standard Oil Co.

KYODO MARU, Japanese str., 1,956, Morisaki, 1st December—Newchwang 25th November, Coal.—Mitsui Bussan Kaisha.

LUCHOW, British str., 1,220, Meathrel, 30th November—Shanghai 27th November, General.—Butterfield & Swire.

MISHIMA MARU, Japanese str., 8,500, F. L. Sommer, 1st December—Yokohama 19th November, General.—Nippon Yusen Kaisha.

POLYNESIEN, French str., 6,362, Lassince, 1st December—Saigon 28th November, General.—Messageries Maritimes.

PANAMA MARU, Japanese str., 3,759, J. Kanao, 30th November—Shanghai 27th November, General.—Osaka Shosen Kaisha.

SABINE RICKMERS, Dutch str., 573, Jagt, 30th November—Swatow 29th November, Ballast.—Asiatic Petroleum Co.

SAIGON MARU, Japanese str., 3,311, T. Yamaguchi, 30th November—Singapore 21st November, General.—Osaka Shosen Kaisha.

SAMBIA, German str., 4,755, W. Hesselmann, 1st December—Shanghai 28th November, General.—Hamburg-Amerika Linie.

TAIZAN MARU, Japanese str., 2,905, Sugoto, 30th November—Dairen 24th November, Coal.—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

December 1st.

AKI MARU, Japanese str., for Shanghai.
BEACHY, British str., for Vancouver.
BORNEO, German str., for Sandakan.
CHEONGSHING, British str., for Tientsin.
CHOYSANG, British str., for Canton.
HAIYANG, British str., for Foochow.
KANSU, British str., for Ningpo.
KENKON MARU, Japanese str., for Saigon.
SIMLA, British str., for Yokohama.

DEPARTURES.

December 1st.

AFRICA, Austrian str., for Shanghai.
BOMBAY MARU, Japanese str., for Bombay.
ELSBETH, German str., for Canton.
KYODO MARU, Japanese str., for Canton.
LUCHOW, British str., for Canton.
POLYNESIEN, French str., for Yokohama.
SANUKI MARU, Japanese str., for Calcutta.
TAISHO MARU, Japanese str., for Canton.
WUHU, British str., for Canton.

SHIPPING REPORT.

The British str. *Luchow* reports: Strong following gale and high sea.

PASSENGERS.

ARRIVED.

Per *Choysang*, from Swatow, Messrs. E. Paul, A. Pettersen and Mrs. Morton and 2 children.

Per *Luchow*, from Shanghai, Mr. and Mrs. Taylor and 2 children, Miss Sandinger, Misses Edna and Margret, Masters Herna Burkwell, Corpl. Macpeake, Messrs. Langhorne, Groode and Christople.

Per *Polynesien*, for Hongkong, from Singapore, etc., Mr. K. P. Larrson, Dr. H. Kuraoka, Mr. and Mrs. Moulin and boy, Capt. Payne, Mr. M. Weill, Mr. Aubert, Mr. Murga, Mr. Grey and Mr. Adam.

Per *Mishima Maru*, for Hongkong, from Yokohama, etc., Mr. S. Inouye, Miss A. Newberry, Dr. A. Smith, Mr. K. Murai, Mr. S. Nagasaka, Mr. A. Haupt, Mr. A. Landgraf, Mr. L. Train, Mr. G. Borras, Mrs. R. Kerr and 2 children, Miss Johang, Mr. T. Shioda, Mr. G. Martinetti, Mr. and Mrs. A. Grossi.

Per *Amazone*, for Hongkong, from Yokohama, etc., Mrs. Takamatsu, Mr. Makamura, Mr. Konwitsu, Mr. Oka, Mr. Migashiyama, Mr. N. Inida, Mr. Kiya Kara, Mr. Izuni, Mr. Kato, Mr. Umino, Mr. Kitayuchi, Mr. Oka, Mr. Tomatani, Mr. Manchi, Mr. Oka, Mme. Taka, Mr. and Mme. Yukano, Mr. Larrson, Mr. W. Kent, Mrs. B. de Balan, Mr. and Mrs. Bardy, Mrs. O. Huchemeyer, Mr. Garibaldi and Mrs. H. Bavoman.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
*SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wed'day, 3rd Dec., Noon.
‡ SANDAKAN	"HINSANG"	Thursday, 4th Dec., Noon.
† SHANGHAI	"CHOYSANG"	Thursday, 4th Dec., Noon.
* MANILA	"LOONGSANG"	Saturday, 6th Dec. 2 P.M.
† SHANGHAI	"ESANG"	Sunday, 7th Dec., D'light.
† SHANGHAI	"WINGSANG"	Tuesday, 9th Dec., D'light.
* MANILA	"YUENSANG"	Saturday, 13th Dec., 2 P.M.
*†SHANGHAI, KOBE and MOJI	"NAMSANG"	Tuesday, 16th Dec., D'light.
*SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 18th Dec., Noon.
YOKOHAMA, KOBE & MOJI	"YATSHING"	Saturday, 20th Dec., Noon.

RETURN TOURS TO JAPAN.

The Steamers "KUMSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOKSANG," "KUMSANG," "LOVAT," "YATSHING" and "SUISANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'tsin, Dalny, W'wei, T'tau & N'chwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labuan, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 2nd December, 1913. [14

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. ..... will be despatched for YOKOHAMA, KOBE and MOJI at an early date, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

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Hongkong, 15th October, 1913. [50

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"DEN OF GLAMIS"	On 28th Dec.
LONDON & ANTWERP	"MONMOUTHSHIRE"	On 25th Jan.
LONDON & ANTWERP	~~"DEN OF AIRLIE"~~	On 28th Feb

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MERIONETHSHIRE"	On 23rd Dec.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"GLENROY"	On 13th Jan.
VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND	"CARDIGANSHIRE"	On 5th Feb.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 1st December, 1913. [49

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	PAUL LECAT, Lancelin	On 15th December.
	CORDILLERE	On 29th December.

HOMEWARD

MARSEILLES VIA PORTS	AMAZONE, Capt. Costa	On 2nd December.
	AUSTRALIEN, Capt. Mouret	On 16th December.
	POLYNESIEN, Capt. Lassince	On 29th December.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

2]

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 23rd December, 1913. "GUJERAT" FROM COLOMBO 12th Januaby, 1914.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong "SALAMIS" Middle of February, 1914.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

38]

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

S.S. "DUNERA," 5,206 tons, Capt. J. H. O'Sullivan, will be despatched to YOKOHAMA, KOBE and MOJI on 3rd December, at D'light.
S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched to YOKOHAMA, KOBE and MOJI on 13th December.

WESTWARD

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 6th December.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched as above on 10th December.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS. '60

Hongkong, 2nd December, 1913.

PACIFIC MAIL S.S. Co.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA 27,000 tons, twin screws.
MANCHURIA 27,000 tons, twin screws.
KOREA 18,000 tons, twin screws.
SIBERIA 18,000 tons, twin screws.
ALSO NILE ...11,000 tons. CHINA ...10,200 tons. PERSIA... 9,000 tons.

COMFORT. SAFETY. SPEED.

FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

FIRST-CLASS	to LONDON	Single	£71.10	6 Months Return	£120
"	" SAN FRANCISCO	"	45	6 " "	68
INTERMEDIATE	" LONDON	"	65	6 " "	109
"	" SAN FRANCISCO	"	36	6 " "	54

Return Portion of Round Trip Tickets, as above, Available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons		Sailing
KOREA	18,000	"	TUESDAY, 9th Dec., at 1 P.M
SIBERIA	18,000	"	TUESDAY, 16th Dec., at 1 P.M.
* CHINA	10,200	"	TUESDAY, 30th Dec., at Noon.
MANCHURIA	27,000	"	TUESDAY, 6th Jan., at 1 P.M.
* NILE	11,000	"	SATURDAY, 10th Jan., at Noon.
MONGOLIA	27,000	"	TUESDAY, 27th Jan., at 1 P.M.
* PERSIA	9,000	"	SATURDAY, 7th Feb., at Noon.
KOREA	18,000	"	

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Leave Hongkong.		Arrive Manila.	FROM MANILA. Leave Manila.		Due Hongkong.
30th Dec.	CHINA	1st Jan.	20th Dec.	CHINA	22nd Dec.
10th Jan.	NILE	12th Jan.	26th Dec.	MANCHURIA	28th Dec.
7th Feb.	PERSIA	9th Feb.	31st Dec.	NILE	2nd Jan.
			27th Jan.	PERSIA	29th Jan.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

R. C. MORTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915. [32

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	On 2nd Dec.
	"CEYLON"	9,000	On 17th Dec.
COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CEYLON"	9,000	About 15th Jan.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

37]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
TUESDAY, 2ND DEC., 1913.	
8 a.m. *HONAM*. 10 p.m. *FATSHAN*.	8 a.m. *FATSHAN*. 5 p.m. *KINSHAN*.
WEDNESDAY, 3RD DEC., 1913.	
8 a.m. *KINSHAN*. 10 p.m. *HONAM*.	8 a.m. *HONAM*. 5 p.m. *FATSHAN*.

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. *HEUNGSHAN*. S.S. *SUI AN*, Tons 1,651.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 7TH DECEMBER, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. *HOI-SANG*, 45 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 3rd Dec., 4 P.M.
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 13th Dec., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. Co., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP Co., LTD.
Electric Light. Fans in every Cabins. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.
Hongkong, 25th November, 1913 PHILIPPINES S.S. Co. [1C

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
† "PANAMA MARU"	J. Kanso	WED'DAY, 10th Dec., at 1 P.M.
‡ "SEATTLE MARU"	T. Saito	THURSDAY, 25th Dec., at 1 P.M.
† "MEXICO MARU"	N. Kobayashi	WED'DAY, 7th Jan., at 1 P.M.
‡ "CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 P.M.
† "CANADA MARU"	H. Yamamoto	
‡ "TACOMA MARU"	T. Hamada	

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	K. Sukawa	WEDNESDAY, 10th Dec., A.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 P.M.
"INDO MARU"	K. Komiya	

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
KAIJO MARU"	Y. Yamamoto	WED'DAY, 3rd Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 7th Dec., at 10 A.M.
"DAIJIN MARU"	K. Murakami	SUNDAY, 14th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	WED'DAY, 10th Dec., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	FRIDAY, 7th Dec.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

74]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU, Capt. F. L. Sommer	16,000	WED'DAY, 3rd Dec., at D'light.
	KAGA MARU, Capt. Sekino,	12,500	WED'DAY, 17th Dec., at Daylight.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ AKI MARU, Capt. Noma,	12,500	TUESDAY, 2nd Dec., at Noon
	§ SADO MARU, Capt. A. Sakawa,	12,500	TUESDAY, 16th Dec., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Capt. M. Winckler,	9,300	WED'DAY, 17th Dec., at Noon.
	TANGO MARU, Capt. Yoshikawa,	13,500	WED'DAY, 14th Jan., at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON			
BOMBAY VIA SINGAPORE, and COLOMBO	‡ KAMAKURA MARU, Capt. T. Hori,	12,000	MONDAY, 8th December.
KOBE and YOKOHAMA	HITACHI MARU, Capt. Yamawaki,	12,500	THURSDAY, 4th Dec., at 11 A.M.
KOBE (Direct)	RANGOON MARU, Capt. Date,	6,300	TUESDAY, 2nd December.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU, Capt. Yoshikawa,	13,500	WED'DAY, 17th Dec., at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	‡ TOSA MARU, Capt. T. Sato,	12,000	TUESDAY, 9th December.

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only.

PASSENGER SEASON—1914.

FOR EUROPE.

STEAMER.	Tons	SAILS	WEDNESDAY
MIYASAKI MARU	16,000	"	" 28th January.
KITANO "	16,000	"	" 11th February.
IYO "	12,500	"	" 25th February.
HIRANO "	16,000	"	" 11th March.
KATORI "	20,000	"	" 25th March.
KAMO "	16,000	"	" 8th April.
KASHIMA "	20,000	"	" 22nd April.

FOR AMERICA.

STEAMER.	Tons	SAILS	TUESDAY
SHIDZUOKA MARU	12,500	"	" 27th January.
TAMBA "	12,500	"	" 10th February.
AKI "	12,500	"	" 24th February.
SADO "	12,500	"	" 10th March.
YOKOHAMA "	12,500	"	" 24th March.
AWA "	12,500	"	" 7th April.

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE NOS. 292 and 1241 11—12—13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

			LONDON		
1st Saloon	"A"	Accommodation	Single	£65.	Return £97.
	"B"		"	£59.	" £89.
2nd Saloon	"A"	"	"	£44.	" £66.
	"B"	"	"	£40.	" £60.
			MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£61.	Return £91.
	"B"	"	"	£55.	" £83.
2nd Saloon	"A"	"	"	£42.	" £63.
	"B"	"	"	£38.	" £57

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £50 Single: £75 Return.
2nd Saloon £35 " £52 "

FARES TO MARSEILLES:
1st Saloon £46 Single.
2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

58

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA, Capt. W. R. Le Mare, R.N.R.	About 6th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE, Capt. G. J. Coldwell	Noon, 6th Dec.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SUNDA, Capt. C. E. Irving, R.N.R.	About 10th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	BORNEO, Capt. P. S. Ram, R.N.R.	About 14th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent,

Hongkong, 2nd December, 1913. [1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TAMING"	On 2nd Dec., 4 P.M.
SHANGHAI	"SHAOHSING"	On 2nd Dec., 4 P.M.
HOIHOW & HAIPHONG	"KAIFONG"	On 3rd Dec., 10 A.M.
SHANGHAI	"LUCHOW"	On 4th Dec., 4 P.M.
SHANGHAI & TSINGTAU	"PAOTING"	On 6th Dec., M'night.
SHANGHAI	"ANHUI"	On 11th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 2nd December, 1913. TELEPHONE 36. AGENTS. [7

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 2nd Dec., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 5th Dec., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 9th Dec., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WEDNESDAY,	3rd Dec., at 11 A.M.
		SUNDAY,	7th Dec., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd December, 1913. [6

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	13th Dec.	On 11th Dec., 10 A.M.
EASTERN	3rd Jan.	On 2nd Jan., 10 A.M.
ALDENHAM	24th Jan.	
EMPIRE		On 13th Feb., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

47

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GERELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. EMDEN ... 2nd Dec.
S.S. SILESIA ... 18th Dec.
S.S. PREUSSEN ... 30th Dec.
S.S. O. J. D. AHLERS ... 9th Jan.
S.S. BELGRAVIA ... 13th Jan.
S.S. SPEZIA ... 23th Jan.
S.S. SCANDIA ... 9th Feb.
S.S. HOERDE ... 24th Feb.
S.S. BAYERN ... 2nd Mar.

HOMEWARD.

FOR ROTTERDAM, EMDEN & HAMBURG:
S.S. SAMBIA ... 2nd Dec.
FOR HAVRE, BREMEN & HAMBURG:
S.S. SEGOVIA ... 2nd Dec.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. UCKERMARK ... 4th Dec.
FOR MARSEILLES, BREMEN & HAMBURG:
S.S. WESTPHALIA ... 5th Dec.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BRASILIA ... 15th Dec.
FOR HAVRE, EMDEN & HAMBURG:
S.S. ISTRIA ... 20th Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th November, 1913. [9

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
SHINYO MARU	22,000—21 knots	THURS., 4th Dec.
CHIYO MARU	22,000—21 knots	MON., 22nd Dec.
* NIPPON MARU	11,000—18 knots	WED'DAY, 14th Jan.
TENYO MARU	22,000—21 knots	SATUR., 17th Jan.
* HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.

* via MANILA. Omitting Shanghai.
All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... „ „ £96.10.
„ „ „ SAN FRANCISCO £45. ... „ „ £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO, THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
ANYO MARU	18,500—15 knots	WEDNESDAY, 10th Dec., Noon.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [237

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.
MAIL SHIP SERVICE.

	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIYO MARU	22,000	21 „
S.S. SHINYO MARU	22,000	21 „
S.S. NIPPON MARU	11,000	18 „
S.S. HONGKONG MARU	11,000	18 „

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC--DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Dec., at 4 P.M.
Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st December.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6

TO SHANGHAI.
S.S. "KOERBER," 9,900 tons, will leave as above on 2nd January, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "CHINA," 11,800 tons, will leave as above about 1st January.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America

SANDER, WIELER & Co., AGENTS,
Hongkong, 2nd December, 1913. Princes' Building. [52

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK" Capt. F. LOESER,	17,000	Wed'day, 10th Dec., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"BUELOW," Capt. C. NAHRATH,	16,900	About Thursday, 11th Dec.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST,	6,750	Saturday, 27th Dec., at 9 A.M.
KOBE	"COBLENZ," Capt. L. KLUGKIST	6,750	About Tuesday, 9th Dec.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER,	5,000	Tuesday, 2nd Dec., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 1st December, 1913 [4

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	
*"PRINZ LUDWIG" Capt. F. VON BINZER.	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN" Capt. A. AHLBORN.	17,300 „	ON FEBRUARY 18TH.
*"DERFFLINGER" Capt. F. PROESCH.	17,250 „	ON MARCH 3RD.
"KLEIST" Capt. L. MAASS.	17,000 „	ON MARCH 18TH.
*"PRINZ EITEL FRIEDRICH" Capt. C. MUNDT.	17,000 „	ON MARCH 31ST.
"YORK" Capt. F. LOESER.	17,000 „	ON APRIL 15TH.
*"PRINZESS ALICE" Capt. J. BORTEFELDT.	20,300 „	ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

MELCHERS & Co., GENERAL AGENTS,
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913. [1190

SHIPPING IN PORT.

STEAMERS.

AKI MARU, Japanese str., 3,095, J. Noma, 23rd November — Shanghai 20th November, General.—Nippon Yusen Kaisha.

BAYERN, Russian str., 994, P. S. Biding, 19th November—Wakamatsu 13th November, Coal.—Aagaard, Thoresen & Co.

BORNEO, German str., 1,344, Joh. Koehler, 24th November — Sandakan 17th November, Timber.—Melchers & Co.

CHEONGSHING, British str., 1,256, V. McC. Liddell, 26th November—Weihaiwei 21st November, General.—Jardine, Matheson & Co.

CHINGCHOW, British str., 1,356, Doyle, 18th November—Kwang Yen 15th November, Stone.—Shewan, Tomes & Co.

CHIYUEN, Chinese str., 1,177, W. S. Ross, 29th November—Shanghai 25th November, General—C. M. S. N. Co.

DUNERA, British str., 3,403, E. G. M. Dickinson, 28th November—Calcutta 13th November, General. — David Sassoon & Co.

EIGER, Norwegian str., 875, E. Fingalsen, 28th November—Dalny 22nd November, Beans and General.—Chinese.

EMPRESS OF ASIA, British str., 16,908, S. Robertson, 24th November—Vancouver 5th November, General.—Canadian Pacific Railway Co.

FOOSHING, British str., 1,423, J. M. Hay, 30th November—Bangkok 20th November, Rice.—Jardine, Matheson & Co.

GEORGI, Russia str., 7,775, Osab, 28th Nov.—Newchwang ——, General—Siemssen & Co.

GLENSTRAE, British str., 3,054, J. McGillvray, 29th November—Singapore 20th November, General.—Shewan, Tomes & Co.

HANOI, French str., 739, Ch. Le Chevalier, 26th November—Pakhoi 25th November, General.—A. R. Marty.

HAIYANG, British str., 1,363, A. E. Hodgins, 30th November—Foochow 27th November, General.—Douglas Lapraik & Co.

KAIFONG, British str., 987, Mathias, 29th November—Hoihow 28th November, General.—Butterfield & Swire.

KAIJO MARU, Japanese str., 1,293, Y. Yamamoto, 29th November—Foochow, Amoy and Swatow 28th Nov., General—Osaka Shosen Kaisha.

KATHE, German str., 1,209, P. E. Christiansen, 27th November—Hongay 14th November, Coal.—Jebsen & Co.

KENKON MARU No. 11, Japanese str., 2,181, T. Yamamoto, 25th November—Java 13th November, Sugar.—Order.

KOREA, American str., 5,651, A. W. Nelson, 29th Nov.—San Francisco 28th Oct., General—Pacific Mail S.S. Co.

KUMSANG, British str., 2,077, E. S. Schenk, 25th November—Moji 20th November, Coal and General.—Jardine, Matheson & Co.

KWANGLEE, Chinese str., 1,536, Stewart, 19th November — Shanghai 16th November, General.—Chinese.

MACHEW, German str., 906, R. Zöllner, 28th November—Bangkok 21st Nov., Rice—Butterfield & Swire.

MAUSANG, British str., 1,414, G. H. Alcock, 20th November — Sandakan 13th November, General.—Jardine, Matheson & Co.

MICHAEL JEBSEN, German str., 951, J. Jacobsen, 30th November—Bangkok 28th November, Rice.—Chinese.

MIYO MARU, Japanese str., 920, H. Tachibana, 29th November—Chefoo——General—Mitsui Bussan Kaisha.

M. S. DOLLAR, British str., 2,674, J. J. Gear, 30th November—Manila 26th November, General—Robert Dollar Co.

NINGPO, British str., 1,428, Pickard, 23rd November—Chefoo 18th November, General.—Butterfield & Swire.

PETCHABURI, German str., 1,047, Gosewisch, 29th November—Hongay 27th November, Coal. — Butterfield & Swire.

PHEUMPENH, British str., 1,065, N. C. Bird, 22nd November—Saigon 17th November, Rice and General.—Chinese.

PONGTONG, German str., 996, W. Botefuhr, 30th November—Bangkok 20th November, Rice and Teakwood.—Butterfield & Swire.

RUBI, American str., 1,408, James Miller, 29th November—Manila 26th Nov., General—Shewan, Tomes & Co.

SABINE RICKMERS, Dutch str., 573, B. Y. Jagt, 25th November—Singapore 18th November, Bulk Oil.—Asiatic Petroleum Co.

SETUN, Norwegian str., 865, D. Hovbrender, 28th November—Bangkok 19th Nov., Rice—Chinese.

SHAOHSING, British str., 1,307, French, 28th November—Shanghai 25th November, General—Butterfield & Swire.

SHINYO MARU, Japanese str., 7,226, H. S. Smith, 29th November—San Francisco 30th Oct., General—Toyo Kisen Kaisha.

SIMLA, British str., 3,827, G. Philipps, 29th November—London 18th October, General.—P. & O. S. N. Co.

TAISHO MARU, Japanese str., 1,923, J. Shimidzu, 30th November — Newchwang 23rd November, Coal.—Mitsui Bussan Kaisha.

TAIWAN, British str., 1,040, Jenkins, 28th November — Saigon 23rd November, Rice—Chinese.

TAIYUAN, British str., 2,000, W. B. Brown, 27th November—Sydney 3rd November, General.—Butterfield & Swire.

TAMING, British str., 1,153, G. H. Pennefather, 28th November—Manila 25th November, General. — Butterfield & Swire.

TAMON MARU No. 6, Japanese str., 2,119, D. Nimie, 27th November—Saigon 20th November, Rice and General.—Mitsui Bussan Kaisha.

TATSUTA, Japanese gunboat, 850, Arima, 26th November — Shanghai 22nd November.

TELEMACHUS, British str., 1,450, Fraser, 29th November—Saigon 23rd Nov., General—Chinese.

TROCAS, British str., 2,567, Pearson, 28th November—Tsingtau 21st November, Ballast.—Asiatic Petroleum Co.

UCKERMARK, German str., 4,312, H. Rohde, 27th November — Shanghai 24th November, Flour.—Hamburg-Amerika Linie.

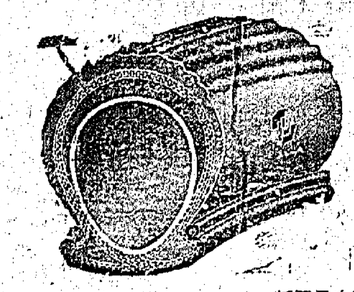
LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Buelow*, carrying the German mails, with dates from Berlin of the 12th November, left Colombo on the 30th November, p.m., and may be expected here on or about the 11th December.

The C.P.R. str. *Empress of India* left Yokohama on the 29th November, between 2 and 4 p.m.

The H.A.L. str. *Westphalia* left Tsingtau on the 30th November, p.m., and may be expected here on or about the 5th December, a.m.

PETER UNION



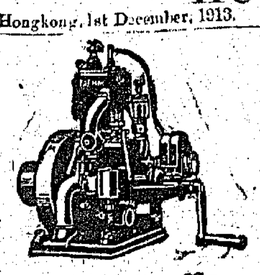
RICKSHAW TYRES

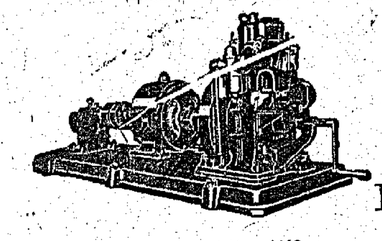
ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 1st December, 1913. [44-35





FAFNIR WORKS

AACHEN.

CRUDE OIL MOTORS

of really reliable Type.

MARINE MOTORS.

RICKSHAW AND BICYCLE SPOKES.

Represented by—

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1ST FLOOR.

Hongkong, 1st December, 1913. [44-47

GRAETZIN WIRE LAMPS

BRIGHT

DURABLE

ECONOMICAL

65 CENTS PER PIECE

16 C.P. 50 C.P.

EHRICH & GRAETZ, BERLIN.

HUGO C. A. FROMM,

GENERAL AGENT.

Hongkong, 1st December, 1913. [44-19

POST OFFICE NOTICE.

CHRISTMAS MAIL.

The Public are informed that the Christmas Mail to the United Kingdom and Countries beyond will be closed at this Office at 10.30 a.m., on the 4th December, and is due to reach London on the 24th December.

It is requested that the posting may be done as early as possible.

Found in the Counter Drop Box of the Postal Hall, G. P. O., a packet containing Post Cards only bearing no Stamps, addressed to Messrs. Philip Leslie & Co., Richmond, London. The sender is requested to call at the G. P. O. and frank the same.

* Specially superscribed correspondence only.

The *Liangchow*, with the MAILS FROM LONDON (via Siberia) of Wednesday, the 12th, and Friday, the 14th ult., is due to arrive here on Thursday, the 4th inst.

The *Delta*, with the ENGLISH MAIL, left Singapore on Sunday, 30th ult., at 8 a.m., and is due to arrive here on Friday, 5th inst., at 7 a.m. This packet brings the Parcel Mails closed in London for despatch by the all sea route on the 29th Oct. and for despatch overland on the 5th ult.

FOR	PER	DATE
Jesselton, Kudat and Sandakan	*Borneo*	Tuesday, 2nd, 8.00 A M
Kebao	*Hanyang*	Tuesday, 2nd, 9.00 A M
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	*Taiyuan*	Tuesday, 2nd, 9.00 A M
Durban	Sailing Vessel *Drumeltan*	Tuesday, 2nd, 10.00 A M
Ceylon	*Sambia*	Tuesday, 2nd, 10.00 A M
Fort Bayard	*Kwong Chow Wan*	Tuesday, 2nd, 10.00 A M
Swatow Amoy and Foochow	*Haiyang*	Tuesday, 2nd, 10.00 A M
Shanghai, North China. *Japan via Moji, *Victoria, B.C., and *Seattle (Wash.) (EUROPE via SIBERIA)	*Aki Maru*	Tuesday, 2nd, 10.00 A M
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	*Amazone*	Tuesday, 2nd, Printed Matter, and Samples ... 10.00 A M; Registration ... 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M.; Registration Kowloon B.O. ... 9.30 A M; Letters 11.00 A M
Saigon	*Kenkon Maru No. II*	Tuesday, 2nd, 2.00 P M
Bangkok	*Vestfold*	Tuesday, 2nd, 2.00 P M
Philippine Islands	*Taming*	Tuesday, 2nd, 3.00 P M
Shanghai and *North China	*Shaohsing*	Tuesday, 2nd, 3.00 P M
Batavia, Cheribon, Somarang and Soerabaya	*Tjimahi*	Tuesday, 2nd, 4.00 P M
Straits	*Glenturret*	Tuesday, 2nd, 4.00 P M
Weihaiwei, Chefoo and Dairen	*Eiger*	Tuesday, 2nd, 4.00 P M
Straits and Ceylon	*Mishima Maru*	Tuesday, 2nd, 5.00 P M
Hoihow, Haiphong, Pakhoi and Saigon	*Kaifong*	Wednesday, 3rd, 9.00 A M
Swatow	*Haimun*	Wednesday, 3rd, 10.00 A M
Straits and India via Calcutta	*Kumsang*	Wednesday, 3rd, 11.00 A M
Swatow, Amoy and Foochow	*Kazio Maru*	Wednesday, 3rd, 11.00 A M
Philippine Islands	*Rubi*	Wednesday, 3rd, 3.00 P M
Japan via Kobe	*Taiwan*	Wednesday, 3rd, 5.00 P M
Sandakan	*Hinsang*	Thursday, 4th, 10.00 A M
*SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, *CANADA, *UNITED STATES and *SOUTH AMERICA via SAN FRANCISCO	*Shinyo Maru*	Thursday, 4th, Registration ... 9.30 A M; Letters ... 10.00 A M
Shanghai and North China	*Choysang*	Thursday, 4th, 10.00 A M
Fort Bayard, Haiphong, Pakhoi and Saigon	*Hue*	Thursday, 4th, 10.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)	*Empress of Asia*	Thursday, 4th, Registration ... 10.00 A M; Registration Kowloon B.O. ... 9.00 A M; Letters ... 10.30 A M
Japan via Yokohama	*Dunera*	Thursday, 4th, Noon
Shanghai and North China	*Luchow*	Thursday, 4th, 3.00 P M
Swatow, Amoy and Foochow	*Haitan*	Friday, 5th, 10.00 A M
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	*Delta*	Friday, 5th, 4.00 P M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to NOON, Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ... The Parcel mail will be closed on Friday, the 5th Dec. at 5 p.m.	*Assaye*	Saturday, 6th, Printed Matter and Samples ... 10.00 A M; Registration ... 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M.; Registration, Kowloon B.O. ... 9.30 A M; Letters ... 11.00 A M

COMMERCIAL.

CLOSING QUOTATIONS.

December 1st

ON LONDON:—	
Telegraphic Transfer	1/11¼
Bank Bills, on demand	1/11 7/16
Bank Bills, at 30 days' sight	1/11⅜
Bank Bills, at 4 months' sight	1/11½
Credits, at 4 months' sight	1/11 9/16
Documentary Bills 4 months' sight	1/11 5/16
ON PARIS:—	
Bank Bills, on demand	145½
Credits, at 4 months' sight	150¼
ON GERMANY:—	
On demand	199
ON NEW YORK:—	
Bank Bills, on demand	47½
Credits, at 60 days' sight	48⅛
ON BOMBAY:—	
Telegraphic Transfer	144¾
Bank, on demand	145
ON CALCUTTA:—	
Telegraphic Transfer	144¾
Bank, on demand	145
ON SHANGHAI:—	
Bank, at sight	73¾
Private, 30 days' sight	74⅛
ON YOKOHAMA:—On demand	94¾
ON MANILA:—On demand—Pesos	95½
ON SINGAPORE:—On demand	82⅝
ON BATAVIA:—On demand	117⅝
ON HAIPHONG:—On demand	1 % pm.
ON SAIGON:—On demand	¾ "
ON BANGKOK:—On demand	79½
SOVEREIGNS, Bank's Buying Rate	$10.25
GOLD LEAF, 100 fine, per tael	$53.80
BAR SILVER, per oz.	26 9/16

SUBSIDIARY COINS.

		per cent.
Chinese	20 cents pieces	$9.10 discount.
Chinese	10 "	$9.35 "
Hongkong	20 "	$6.50 "
Hongkong	10 "	$8.90 "

MAILS VIA SIBERIA.

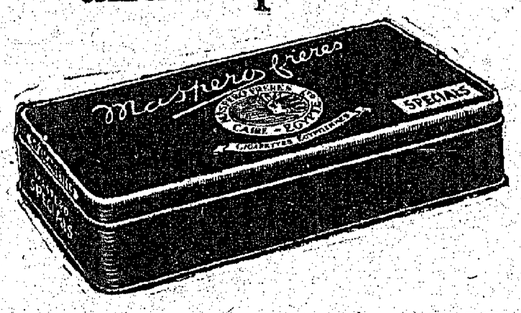
London Date	Due Shanghai
November 14th.	November 29th.
November 15th.	December 1st.

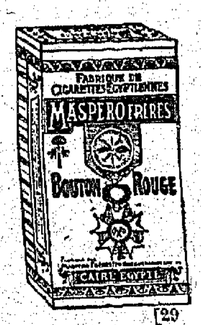
Maspero frères

Bouton Rouge

Felucca

and Specials.





THE CIGARETTES OF DISTINCTION. [29

SHARE LIST.—QUOTATIONS.

HONGKONG, 1ST DECEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$790 L'don £79 10/-	5½ p.c.
China Borneo Company, Limited	60,000	$12	all	$9¾, buyers	8½ p.c.
China Light and Power Company, Ld.	50,000	$5	all	$4.60, buyers	
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$8⅞	7¾ p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 150, buyers	
Hongkong Cotton Spinning Co., Ld.	125,000	$10	all	$9, sellers	
Dairy Farm Company, Limited	40,000	$7½	all	$27, buyers	5 p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$90	5 p.c.
H'kong. and Whampoa Dock Co., Ld.	50,000	$50	all	$74½, buyers	3 p.c.
New Amoy Dock Co., Limited	10,000	$62½	all	$8⅛	7½ p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 54	
S'hai. and Hongkew Wharf Co., Ld.	36,000	Tls. 100	all	Tls. 107, buyers	
Green Island Cement Co., Limited	400,000	$10	all	$6.60, buyers	
Hongkong Electric Co., Limited	60,000	$10	all	$45, buyers	4 p.c.
Hongkong Hotel Company Limited	12,000	$50	all	$125, sellers	5 p.c.
	8,000	$25	all	$86, buyers	
Manila Metropole Hotel, Limited	15,000	Ps. 10	all	P8½, sellers	
Hongkong Ice Company, Limited	5,000	$25	all	$152½, buyers	5½ p.c.
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$22½	9½ p.c.
H'kong. & South China Steam Fishers. Co., Ld.	15,000	$10	all	$2	
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	8/5, sales	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$317½, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	$100	$20	$161	6¾ p.c.
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$380, buyers	7½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 133	
Union Insurance Society, Limited	12,400	$250	$100	$810,	6½ p.c.
Yangtsze Insurance Association, Ld	12,000	$100	$50	$192½, @ Ex 73	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$113, sales	6½ p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$9¾, sales	5½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$45	7 p.c.
Shanghai Land Investment Co., Ld.	78,000	Tls 50	all	Tls. 94	
West Point Building Co., Limited	12,500	$50	all	$70, sellers	5¾ p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 26½, buyers	
MINING.—					
Chinese Engineering and M. Co., Ld.	1,000,000	£1	all	35/-	
Heawood Tin and Rubber Estate, Ld.	822,000	2/-	all	2/6	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3½, sellers	
Tronoh Mines, Limited	160,000	£1	all	42/6, buyers	
Peak Tramways Co., Limited	25,000	$10	all	$10¼	7¾ p.c.
	50,000	$10	$1	$0.92½	
Philippine Co., Limited	75,000	$10	all	$5	
Pulpes et Papeteries du Tonkin Societe des	13,200	$50	all	$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$100, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	$100	all	$33, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld.	30,000	$25	all	$10, sellers	
Douglas Steamship Co., Limited.	20,000	$50	all	$30, sellers	5 p.c
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$23¾, buyers	7½ p.c.
Indo-China Steam Navigation Co. Ld	50,000 prof.	£5	all	$82, L'don rel. £3 7s. 6d.	
	50,000 def.				
Shell Transport & Trading Co., Ld	2,500,000	£1	all	100/-	6 p.c.
Star Ferry Company, Limited	40,000	$10	all	$44½, buyers	3¾ p.c.
South China Morning Post, Limited	6,000	$25	all	$22, sellers	
Steam Laundry Company, Limited	20,000	$5	all	$4½, buyers	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	$7	all	$9½, sellers	4 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$8, sales	
Union Waterboat Co., Limited	50,000	$10	all	$17½, buyers	5½ p.c.

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Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

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FORTHCOMING EVENTS.

Thursday, 4th Dec.:—
12.15 p.m.—Hongkong and South China Steam Fisheries Co., Ltd., Extraordinary General Meeting.
9.15 p.m.—Organ Recital at St. Andrew's Church, Kowloon.
Wednesday, 10th Dec.:—
11 a.m.—Auction of H.M.S. "Handy" and H.M.S. "Janus" on Board, by Messrs. Hughes & Hough.

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